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Canton, 1st October, 1901. [a13]

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**BIRTHS.**  
On the 15th June, at Government House, Weihaiwei, Mrs. STEWART LOCKHART of a daughter. (173)

On the 16th June, at Macao, the wife of GEORGE MACKENZIE, of M. Customs, Lappa, of a son (174)  
On the 13th May, at Woodville, Portlock, Somerset, the wife of ROBERT W. AWBRY, late of the Sarawak Civil Service, retired, of a son (stillborn).

**MARRIAGE.**  
On the 2nd June, at St. George's Church, Penang, EDITH CORNELIA PEEL, to JOHN ALBERT ARTHUR TOY.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 17th June, 1903.

ALTHOUGH it is reasonable to suppose that we shall not again hear of the Scutari-Bagdad Railway as an eligible investment for British capital, the rejection of the German proposals has rather tended to emphasise the need for some more rapid means of transit than exist at present for communicating with our Indian Empire. Coming to look at that scheme anew we can only insist on the instinct that induced its rejection; not only from the fact that we should practically have no control in its management, but that from a British point of view the route selected was of all others the least desirable for the interests, commercial and political, of the entire Empire. Passing, as the proposed line does, through the heart of Europe, its construction would immensely accentuate the disadvantages of our insular position, and the fact that it would pass the entire distance from Antwerp to Constantinople through territories controlled by our keenest commercial rivals could not fail to be turned to our serious detriment, not only commercially but politically. It is not that we object to the possibility of an important trade route being opened up between India and Central Europe, but that the proposed line, so far as it would have any effect in improving the trade of India would do so along a route which would place ourselves

at a serious disadvantage. Practically Germany has the control of all the lines of railway from the North Sea to the frontiers of Austria. The Ottoman lines again from Belgrade to Constantinople are likewise under her management, while the line from Scutari to Konick, of which the extension to the Persian Gulf was the missing link to be closed, is actually owned by Germany, who in addition to the mere working of the line has procured valuable political and commercial advantages therewith. Russia, too, is in inconvenient proximity to the proposed line all the way from Belgrade to the frontiers of Persia; the intermediate territories, in fact constitute her favourite hunting-grounds, and have now for considerably more than a century been deliberately kept in a state of continual unrest, if not of absolute anarchy. However, then, we may regret being forced in this affair of the Bagdad Railway seemingly to act the part of the dog in the manger, there have been reasons at work to justify the instinct of the nation at large in compelling the Ministry to give an unqualified refusal to the approaches of the German Government.

Nevertheless although the scheme, as proposed, must be considered as definitely and irrevocably ended, it has at least had the effect of waking up the usually-sluggish Home Government to the importance of the issues. If the Scutari-Bagdad line, even if carried out with the aid of our own capital, present features that we do not care to face, a Scutari-Bagdad Railway made without our aid, and in teeth of our opposition, would be a much more distasteful meal to swallow. For the present the scheme for want of our assistance has fallen through, but we may rest assured that the proposal though scotched is by no means dead; and it behoves us before it is proposed again in a much more objectionable form calmly to consider the prospect. That a line of railway to India would be of enormous benefit to that country, if in proper control, goes without saying. Our own Canadian Pacific line is an instance of the enormous advantage which a country may derive from the completion of a line, even when at the moment seemingly little called for. Russia has followed suit and thrown down the gauntlet to us in Eastern Asia; and this she has been able to do simply from her possession of a new line of communication in her Siberian Railway. We ourselves are straining every nerve to make it possible to effect the union of Egypt with the Cape by the construction of another transcontinental railway, which shall bind into one the south and north of the African Continent; while our latest Commonwealth of Australia is equally bent on crossing the great central deserts which hold apart New South Wales and Western Australia. All these schemes have at bottom the same aim—that of uniting the countries served by shorter and more practical routes with the home country than at present exist. The question of shortening the road to India is thus daily assuming a more important aspect; and equally important, or even more so, is the need that such a route should be in our own control, and not be subject to interruption at the whim of any foreign, and it may be at the moment hostile or unfriendly, nation.

Fortunately the circumstances are not altogether unfavourable. Without perhaps fully seeing its importance at the moment our Government took the opportunity, when Koweit was threatened with absorption by Turkey, to take some unwontedly vigorous steps to keep open communications with the interior of Arabia. The best comment that could have been made on its conduct in the affair came from the most unexpected quarter; Germany actually proposing to make use with our consent of the apparently useless territory for the Persian Gulf terminus of her projected Bagdad line. No better justification of Lord Salisbury's policy could be desired. But the conduct of the minister with regard to this insignificant spot has had another effect, equally unexpected. It has shown the people of the interior of Arabia that we are not willing to hand them over tied and bound to Turkish misgovernment, and the feeling of friendliness has fortunately been accentuated by our action with regard to Turkish encroachments at Aden. There is no doubt that a line of railway from Cairo to Koweit is from an engineering point of view not only feasible but easy of accomplishment. We know from the late Capt. BURTON's adventurous explorations that the country is not the barren waste, nor the people the uncivilised savages we used to represent them. The suggested line has from time to time been proposed as feasible; but either insufficient was known of the country to be traversed, or the advantage of the line did not present itself. More than all this, the time had not come, and any relations we had with the Arabian tribes were unsatisfactory. Fortunately this last, with better knowledge, is disappearing; and the former is becoming more feasible.

At the V.R.O. this afternoon teams representing the Club and the 1st and 2nd will try conclusions at polo.

During the day ended at noon yesterday 10 cases of plague—9 fatal—were reported, bringing the year's total up to 1,193. One was a Portuguese case from Bridge Street; the rest were Chinese cases. Three bodies were found.

The police reported yesterday that on Monday, between five and six o'clock in the afternoon, a steam launch ran into and sank a sampan in the harbour. Its three occupants were rescued from the water by those on board the launch.

"There being considerable doubt as to who is the handsomest man in Penang and the F.M.S.," the *Strait Echo*—the new Penang journal edited by Mr. Chesney Duncan—has started a beauty competition. The recipient of the highest number of votes will receive £100, of which half has to go to charity.

The British steamer *Chitna* (Capt. McDonald), which arrived here yesterday from Changhai with a cargo of groundnuts, reports that on the night of the 15th inst., about 15 miles south-west of Breaker Point, she passed a steamer towing a large craft, which from its appearance seemed to be a steamer. The funnel and mast were gone.

The British Burma command, which has been vacant since the retirement of Maj.-Gen. M. Frothero, C.B., in January last, is to be raised to the status of a Lieutenant-General's employment. The proposal is that it shall usually be filled by an officer of the Indian Army. The first holder of the command is to be Maj.-Gen. D. J. S. McLeod.

The s.s. *Samakui*, which a Reuter's telegram a few days ago reported as lost in a hurricane at Manila, has arrived there in safety, though bearing traces of heavy weather. The *Samakui* rescued the native crew of nine of the schooner *Josephine*, which foundered during the storm. The steamer's commander reports many wrecks on the shores of Leyte and Samar.

The following is from the *P. & T. Times*:—The tablet of Confucius has always been duly honoured by teachers and students in the Peking University, but one day lately the tablet was found hanging from the ceiling, and the students were much exercised, declaring that if the Sage had hung himself, there was but little chance of success for themselves.

With reference to the statement, which we recorded yesterday, that General Bullen-Powell is engaged to Miss Daisy Leiter, sister of Lady Curzon, it seems that the first General Bullen-Powell heard of the news was when he arrived in England from America last month by the steamer *Kaiser Wilhelm II*. It appears that he has never met the lady in his life.

A Shimoneski despatch to the *Asahi* states that the British cruiser *Amphitrite* arrived there from Kobe at 6 a.m. on the 4th inst., and left three hours later for Weihaiwei. A passenger on the steamer *Tremont* photographed the cruiser in the harbour, and being detected was at once arrested and charged with the infraction of the Strategic Zone Law. The offender was being examined by the Moji police when the message was sent to the *Asahi*.

The *Union*, Shanghai, of the 11th inst., says:—Last week four British men-of-war in a string went up the Yangtze. Of late years men-of-war of all flags represented in China have paid frequent visits to the river ports, it having suddenly dawned upon the authorities at home that it is a wise step to show the natives their flags. June used to be the month when rioters delighted to attack foreign property, but they now appear to have come to the conclusion that it is a waste of energy on their part.

Maj.-Gen. Akiyama, ex-Commander-in-Chief of the Japanese troops in North China, returning from the continent, arrived at Baku, Japan, on the 2nd inst. He is stated to have said that "both foreigners and Chinese are agreed that the real sovereign power in Manchuria is still practically in the hands of the Russians, even the partial evacuation of Mukden having been only a matter of form." "It will be highly interesting," he added, "to watch how the real evacuation of Manchuria takes place."

At Singapore on the 8th inst. Captain E. Schippers of the s.s. *Daphne* was fined \$100 and costs for not carrying a qualified medical practitioner to attend to the health of the emigrants on board. The captain pleaded that the person chartering the vessel had to provide a doctor, and the one he had on board had been recommended by a hearing officer, and held a number of certificates from doctors and the Sarawak Government. Mr. W. Evans of the Chinese Protectorate prosecuted. There were 600 coolies on board.

The Japanese Navy Department is at present engaged on plans for the three battleships and five cruisers, the construction of which was recently approved by the Diet. The plans will be sent to Mr. Matsuro, Naval Constructor, Inspector, and Captain Iwamoto, who are at present in England, and on receiving the report of these officers orders for the construction of the new ships will be given. It is believed that the builders will be selected from the following British firms, all of whom have previously built vessels for the Japanese Navy:—Messrs. Armstrong and Mitchell; the Thames Iron Works; Messrs. Vickers, Sons and Maxim; and Messrs. John Brown & Co.

A Singapore Cold Storage Company, Ltd., has been registered.

Further plague cases are reported from Tokyo and Yokohama.

A new central fire station is to be built at Manila at a cost of about \$70,000.

A Government *Gazette* Extraordinary announces that Amoy has been declared an infected port.

It is expected that a section of the Seoul-Fusan Railway will be opened to traffic on the 1st October next.

The Wei Wu-pu has officially notified the Legations at Peking that all trouble in Yunnan is ended and all the foreigners are under military guards and no anxiety need be felt.

The Maharajah of Bikaner, who was in Hongkong in 1900 and is well known to be one of the best sportsmen among Indian princes, has promised to subscribe 1,000 rupees towards the expenses of the tour of an Indian cricket team in England.

The Consul-General for the United States at Singapore, Mr. O. F. Williams, has received a notification from the Washington Government that British Borneo has, for United States consular purposes, been placed under his official jurisdiction, and he has been asked to establish an U. S. Consular Agency at Sandakan.

A Japanese fisherman was netting in a stream at Sasaki, Hyogo prefecture, when he noticed a box floating on the water. On examining it he found that it contained six human skulls, a number of hand and foot-bones and some skulls of animals. The bones were carefully packed in newspapers.

Suspensions still being rife that the Peking University students are in league with rebels, says the *P. & T. Times*, their private effects and correspondence were examined, but no incriminating matter was found. In future, however, the incoming and outgoing correspondence is to be censored.

Commenting on the establishment of two American coaling-stations in the Pacific ocean, the *Kreuz Zeitung* of the 11th ult. says:—"With the Panama Canal, the Hawaiian Islands, Tutuila and the Philippines, the United States holds the most strategic points in the Western Hemisphere, where some day her supremacy will be indisputable."

Manila is soon to be equipped with a fireboat which will make the fire department of the city practically perfect. There are many buildings on both banks of the Pasig which would have to be left to the mercy of the flames if a fire should occur. The boat that the authorities are contemplating constructing will cost probably \$70,000, fully equipped, and have a capacity of 3,000 gallons a minute. It will be about 75 feet in length and capable of running up the Pasig under all the bridges.

A special to the *Calcutta Englishman*, dated London, 27th May, says *Rubelain, Mead, Acelfull, and Cretier* completed the field at the Derby. The first three jockeys were Maher (who rode *Rock Sand* also in the "2,000"), Thomson, and Kuley. Describing the race, the message says:—"Mead led to the top of the hill, when *Rock Sand* drew to the front and made the remainder of the running, winning by two lengths, the same distance separating the second and the third. It was a beautiful day and the course was in splendid condition. The crowd was enormous. The King and Queen and the Princess Victoria were present."

The *Asahi* on the 8th inst. received a message from Shimoneski giving a curious story. It stated that a soldier belonging to the Fourteenth Regiment at Kokura appeared at the Moji office of Messrs. Illies & Co., and asked for an interview with Mr. Rohden, manager of the office, saying that he desired to sell something to him of a very private nature. Mr. Kurata, a Japanese employee, saw the soldier on behalf of Mr. Rohden and asked him business, whereupon the soldier offered to sell the foreigner a plan of the Moji and Shimoneski forts. Mr. Kurata, after indignantly denouncing the man, gave information to the gendarmic station, but the soldier had run away before a gendarme appeared in answer to his message. The soldier was traced, however, and arrested, and has been put on his trial before a court-martial.

## KWANGSI FAMINE FUND.

The 'Hon. Treasurer acknowledges with thanks the following subscriptions:—  
Amount previously acknowledged \$39,627.08  
Capt. and Mrs. Arbutnot 25  
E. H. Sharp, Esq. 50  
Chinese American Commercial Co. 100  
Other Chinese subscriptions 1,290.00  
\$41,092.08

## THE LOSS OF THE S.S. "PAUL DOUMER."

We are informed that a commission, mostly composed of officers of the French Navy, under the presidency of Mr. Reau, Consul for France, has held an enquiry into the wreck of the French s.s. *Paul Doumer*. After examining the report of Capt. Heloux and the depositions of the principal members of the crew, it has decided that Capt. Heloux has strictly followed the rules of navigation and that no fault can be laid to his charge either in the way he managed his steamer or in the way he behaved when the wreck happened. Accordingly, it was decided that he should keep his captain's certificate, this decision to be approved by the Marine Minister in Paris in due time.

## TELEGRAMS.

## REUTER'S SERVICE.

## THE SERBIAN ASSASSINATIONS.

LONDON, 14th June.

Karageorgewitch, who has been interviewed at Geneva, deplores the bloodshed at Belgrade and the army's share therein, and declares that he himself is innocent of the whole plot.

Later.  
Serbia is quiet. All prisoners for political and Press offences have been released. After the election of a King to-morrow, the Skupstina will adjourn until the arrival of the King, who will form a new Ministry.

## RE-INFORCEMENTS FOR SOMALI-LAND.

LONDON, 14th June.

A Camel Corps, consisting of two British officers, 1,320 camels and 500 drivers, leaves the Punjab shortly for Somaliland.

## ITALY.

LONDON, 14th June.

The Italian Cabinet has resigned.

## PEKING.

Peking, 9th June.

## DEMORALISATION AMONG THE OFFICIALS.

It is impossible to imagine a more complete demoralisation existing than that which subsists among the officials of Peking, and the metropolitan provinces of Chili and the province of Shan-tung. According to a high authority, one of the most eminent Chinese officials, who has hitherto been impossible to approach, is now swayed and intimidated by foreign influences, which render his own inclinations nugatory. Profiting by the experience of the treatment meted out to their predecessors in 1900, the officials decline all individual responsibility, which pertains to the Viceroys. Even the Emperor's adoption of every advertised Court innovation is nothing less than an indication of her submission to the weakness she is unable to withstand at present. There is indicated by the populace throughout the country an air of expectant indifference, which betrays a palpable disregard of the control of the capital. The difference in this respect on the Yangtze is marked. Here at least the Emperor-Dowager has waned. The powerful influence behind the throne, is undeniably Russia.

## RUSSIA PREDOMINANT.

The sooner the chimera of the integrity of the Empire is dispelled the better it will be for all the Powers apart from Russia. The latter will continue to acquire influence, unless it is realised that her actions in Manchuria and Corea are merely precipitating what is absolutely inevitable. Anticipations concerning Russia's military policy in Manchuria are vain indulgences. As a matter of fact Russia is permanently established already.

The railway outside the Great Wall is guarded by Yuan's soldiers and an equal number under the Tartar General, these last being practically owned by Russia, although under Chinese officers. The statement is falsely made that these are guards by day but robbers by night. They are callous to everything but their own personal interest, and Russia can probably afford to study them. Another significant feature is that these associates of the Manchurian robbers have been generously supplied with rifles of Russian manufacture. Agents freely distributed these at less than maker's cost.

## POSITION UNALTERABLE.

Although every port in Manchuria were to be declared open to-morrow, the position would remain unaltered, and would only be a temporary solution of the difficulty. At present the procrastination of the Powers is encouraging Russia's slow but steady tread further South than is desirable. The pursuance of the opposite policy is the only preventative of war.

## —MERCURY.

## GERMAN SHANTUNG.

A foreigner who has just returned from Shantung informs the *Shanghai Mercury* that Shantung is as much German as Manchuria in Russian. Coal mines are being opened up, and the Germans state that they have got at least 10,000,000 tons of coal in sight. From what he could gather very little, if any, royalty is paid to the Chinese Government. The Germans are now putting up a branch railway line to Poshan. Porcelain-factories are being established. The *Mercury's* informant says, the officials are afraid of the German, be they officials or otherwise, and if they demand anything it is at once supplied. He was also informed that the Germans had endeavoured to create a Chinese Regiment, but had failed in the attempt. He says the railway is now more than paying expenses. The goods traffic is large and growing and has increased four-and-a-half times in one year, whilst the passenger traffic is now 46,000 monthly. They are pushing forward the railway lines both north and south; to the north towards Tientsin and to the south to Ichow-fu, to the borders of this province, where they expect to connect with the British Chinkiang line.

## SUPREME COURT.

Tuesday, 16th June.

## IN SUMMARY JURISDICTION.

ByRON HIS HONOUR A. G. WISE  
(PUNISH JUDGE).

## A MINIATURE "XAVIER" CASE.

Leung Chuk Nam and Wong Mi Hong, trading as the Po Fung Kai Ki Bank, sued the Shun On Co., Ltd., for damages in respect of an alleged breach of contract by the defendants in failing to deliver a package of \$550 in banknotes shipped on board their steamer *Nanking* by the plaintiffs. Mr. H. W. Looker of Messrs. Deacons & Hastings, solicitors, appeared for the plaintiffs, and Mr. E. J. Grist of Messrs. Wilkinson & Grist, solicitors, for the defendants.

Plaintiffs in their statement of claim stated that they were Chinese bankers carrying on business in Chin Yek Street, Siam, in the district of Bangkok. Defendants were a registered company and carried on business as shipowners at 31, Wellington Street. On 19th April, 1903, plaintiffs shipped on board the steamer *Nanking*, of which the defendants are the registered owners, three packages of silver—namely, one package consisting of \$500 in 20-cent pieces, one consisting of 80 Japanese yen and one consisting of \$25 (Mexican)—and one package containing \$550 Mexican currency in banknotes and a letter addressed to the Wing On Bank, 183, Queen's Road Central, and that the defendants duly received the same on board the ship to be carried by them to Victoria for reward and there delivered to the Wing On Bank. The receipt on board of the said three packages of silver and one of banknotes was duly acknowledged by the defendants, and a sum of \$ for freight was duly paid to the defendants by the plaintiffs in respect of them. The defendants duly carried and delivered the three packages of silver but failed to carry and deliver the package of banknotes or any part thereof. Plaintiffs had suffered damage by reason of the breach of contract by the defendants and claimed \$550 and interest at the rate of 8 per cent. per annum from 19th April, 1903.

Defendants in their answers admitted that on 19th April, 1903, plaintiffs shipped on board the steamer *Nanking* three packages of silver addressed to the Wing On Bank, 183, Queen's Road Central, all of which packages were duly delivered to the Wing On Bank. Defendants denied that they on the 19th of April, 1903, or at any other time received from the plaintiffs a package containing \$550 Mexican currency in banknotes or any letter addressed to the Wing On Bank. Defendants also denied that they acknowledged the receipt from the plaintiffs of such package containing banknotes or that they received the sum of \$1 for freight or otherwise in respect thereof. They denied that they entered into any contract to carry and deliver the said package of banknotes for reward or otherwise, that they had committed a breach of any contract entered into by them with the plaintiffs in respect of the said package of banknotes and letter, and that the plaintiffs had suffered any damage.

Mr. Looker in opening the case said that everything was admitted by the defendants except the one thing—namely, that this parcel of banknotes was put on board. They admitted receiving the silver but said they did not receive the letter containing the \$550 in banknotes. He would bring the manager of the plaintiffs' shop to tell how he counted out the notes the night before, and evidence would be called to show that the three packages of silver and the one containing the banknotes were shipped on board the *Nanking* and their receipt chopped in the acknowledgment book. It was subsequently found that the bank in Hongkong had not received the \$550 in banknotes. When enquiries were made the people on the steamer said they had not received this package of banknotes. When the book with the chop in it was produced the steamer people said it was false, that it was chopped in a black book and not in a yellow book. He would prove that the plaintiffs had been constantly sending money in bullion and banknotes down to the defendants. These sums had always been received, and the same chop used in respect of this consignment had been used in many other cases.

For the plaintiffs' evidence was given that the bank took the three parcels of silver and the one of banknotes to the steamer, shipped them, and got the acknowledgment book chopped in respect of them. Leung Chuk Nam, sub-manager of the bank, said that the banknotes were Hongkong and Penang notes.

For the defendants' evidence was given to the effect that there was no package of banknotes accompanying the packages of silver coin, and that the chop was not genuine.

Mr. Grist in his concluding remarks made the objection that in the pleadings the banknotes were described as of Mexican currency whereas on the plaintiffs' own showing they were actually Hongkong and Penang notes. On that point alone the plaintiffs' case must fail. On the main question he contended that the evidence of the two principal witnesses showed vital discrepancies and that the plaintiffs, on whom lay the onus of proof, had failed to prove the probable existence of these banknotes or their shipment on board the *Nanking*. His Lordship in giving judgment said that with regard to the technical objection as to Mexican as against Hongkong and Penang currency, he would give Mr. Looker leave to amend his pleadings. With regard to the main point there was only one slight discrepancy in the evidence of the two principal witnesses for the plaintiffs referred to by Mr. Grist. He was thoroughly convinced that the book was chopped by Lau Liu (one of the steamer people) and therefore he took it in conjunction with the evidence of the plaintiffs that he received the four parcels. Judgment for the plaintiffs with costs.

The Court adjourned.



## LATE TELEGRAMS.

VIA CEYLON.

## THE ETON TRAGEDY.

London, 1st June.  
Two Eton boys were burnt alive at the fire at Kinsley's House. Their names are Home (son of Major Home of the Highland Light Infantry) and Lawson (son of Mrs. Frank Lawson and grandnephew of Sir Edward Lawson). The Earl of Clarendon only escaped by smashing his bedroom window and jumping out. The King sent a message of sympathy. Founder's Day at Eton has been postponed.

## THE MAILS CONTRACT.

London, 1st June.  
Private intimation has been received in Calcutta that Sir Arthur Farnham, the head of the Indian Post Office, now on leave in England, has declined membership on Mr. Austin Chamberlain's Committee for dealing with the mails contract.

## MONROCCO.

London, 1st June.  
M. Jonmart, in his speech, declared that France would have preferred to leave the punishment of the raiders to the Moorish Government, but under the circumstances France was perfectly justified in making reprisals.

## THE LATE SIR H. HULSE.

London, 1st June.  
Sir Edward Hulse apparently committed suicide. He had been suffering from an unhealed fracture of the thigh, sustained several years ago.

## A MIDLOTHIAN CANDIDATE.

London, 1st June.  
Lord Dalmeny, Earl Rosebery's eldest son, will contest Midlothian at the next election.

## MR. CHAMBERLAIN'S SCHEME.

London, 1st June.  
Owing to Mr. Chamberlain's speech, Sir Henry Campbell-Bannerman has withdrawn his motion. This is regarded as another instance of weakness, and has divided the councils of the Liberals who, it is understood, are taking the line of Sir Charles Dilke's motion. An official resolution says that Sir Charles Dilke has refused to yield, and that now Sir Henry Campbell-Bannerman washes his hands of the business.

[VIA SHANGHAI]

## THE SERBIAN REVOLUTION—ANOTHER VERSION.

Berlin, 11th June.  
A military conspiracy has broken out in Belgrade. The conspirators forced, with the assistance of the troops, the entrance of the King, where the King's bodyguard offered only very little resistance. The conspirators found King Alexander and Queen Draga without clothes in their beds. The King, seeing that he was surprised, shot himself, whereupon the Queen followed his example. A number of aides-de-camp, the president of the cabinet, Mr. Velimirovitch, the minister of war, General Pavlovitch, and the brothers, sisters and relatives of the Queen were murdered, the other ministers arrested. Then the old pretender Peter Karageorgievitch was proclaimed King. He published at once a proclamation, thereby re-establishing the old constitution and calling back the dissolved parliament. A new cabinet was formed. The populace is very quiet and received the new cabinet in a sympathetic way. The European exchanges are not alarmed by these events.

Later.

The cause of the outbreak in Belgrade was the proposed return of the half-brother of Queen Draga, named Lutrenovitch, who the King intended to nominate Heir-Apparent. The old Pretender feared that the Skupstina would agree to this. Hence he made his coup, killing the King and Queen many of their followers, and proclaiming himself King. The populace took the change very joyfully. The streets of Belgrade were gaily decorated all day to-day, and there was much rejoicing at the fall of the old regime.—O. Lloyd.

## CRICKET AVERAGES.

## ARMY ORDINANCE C.C.

Matches played 30; 20 won; 8 lost; 2 drawn. Prizes were presented by the President of the Club to Messrs. J. C. A. Lillywhite and H. R. Skinner for batting and bowling respectively. During the season the Club played the H.K.C.C. once and the regimental team of the Derbyshire Regiment twice; they lost to the H.K.C.C., but defeated the Sherwoods on both occasions. With two of their best men absent they were badly beaten by the R.A.M.C.—

	No. of Innings	No. of Runs	Not out	Average
G. C. A. Lillywhite (Capt.)	34	556	76	22.50
H. R. Skinner	30	510	45	17.53
E. P. Bradford	24	345	38	15.00
C. Butler	25	345	27	15.00
A. E. Hatwell	10	169	15	12.00
E. McGibbon	24	216	25	8.64
T. S. Bromley	21	204	20	10.20
W. Turner	15	114	16	8.14
W. T. Burgess	22	135	18	6.75
R. H. Jewellery	15	94	20	6.25
J. Lashbrook	24	79	11	3.54

	No. of Overs	Maiden Overs	Runs per Over	Average
H. R. Skinner	216.5	35	497	8.5
E. P. Bradford	244.5	60	84	12.9
E. McGibbon	40.5	6	208	11.44
J. C. A. Lillywhite	85.0	16	52	2.75

The following also batted—

R. A. Anson	6	127	42	21.15
H. Turner	4	40	34	13.33
S. W. Langley	6	15	13	3.00

Signifies not out.

## THE ABANDONMENT OF VLADIVOSTOCK.

Vladivostok, the "Lord of the East," upon which a cool million has been spent by Russia, is no more; the great terminus of the line, as originally planned, has become a branch station, and in a few months the enormously expensive railway between Vladivostok and Khabarovsk will be in a fair way to justify the famous definition "two streaks of rust and a right of way." Dalny is king now. It is necessary to look at the largest atlas you possess. Otherwise the significance of the change of intention will be lost.

## AN ICE-FREE PORT.

The icebound Russian Empire, like a huge plant in the dark, has sent out a creeper to the one speck of light there was, and has thought the huge expense of the Siberian Railway as nothing compared to the blessings of an open port. Until this year, for four months of the twelve, a Russian might only leave his country or export his goods by courtesy of another nation. On the north crushed by an icecap, to the south barred by other countries, the end and aim of her policy has been nothing but this—an ice-free port, an ice-free port! The money she has wasted on Vladivostok is of interest because it proves, as no official assurance of hers could perhaps prove, that she originally had no intention of annexing Manchuria. Vladivostok was a compromise, and nothing else. It was merely less bad than other places. From two to three months of each year it is frozen over, and if Russia had ever deliberately planned her present hold over Manchuria she would never have thrown away the tens of millions of roubles that are represented by the line from Tokhta to Stratenek, fragments (joined together by the Amur) of an all-Siberian route to Vladivostok from the west. The occupation of Manchuria three years ago enabled the Russians to cut off the huge corner involved by this Siberian route, and yet almost at the same moment destroyed the value of Vladivostok by giving them at last their long-coveted ice-free port in Dalny, which is a few miles north of Port Arthur.

## THE FUTURE OF DALNY.

Very few names as yet mark Dalny. Probably there are not 500 Englishmen in the East who are yet quite sure where it is. But in two years' time Vladivostok, with its great railway station and raw new wharves and warehouses—houses and streets, will be relegated to the pages of geography books, and Dalny—the "Far" port—will have thrust itself among the fulcrums and the points of anxiety of the world. It is the entering of such an appearance on the part of Russia among the Powers of the East, as not the presence of a hundred warships could have effected. Germany's "mailed fist" expedition was but the petulant scream of a child compared with this sudden and silent entrance upon the stage of the Extreme Orient. And Russia knows its importance well enough. There is no hurry about Dalny. Three years ago the twelve Chinese villages that occupy its site at Tallanwan were swept away and the Governor's house and the church built. Then the streets were marked out for a city of a hundred thousand, and the roadways were made. Hard, smooth ways of cement and macadam, bordered with granite and planted with trees, they yet delimit rectangular patches of raw Manchurian veldt, grassless, gritty, and grey, and they end with a suddenness that takes one's breath away. Then the houses began to rise.

## LIKE A LONDON SUBURB.

This is the extraordinary part of Dalny. The whole of Siberia's buildings, churches, houses, huts, and hovels were probably built at least half the cost of Dalny. It is no town like Irkutsk—flat, a capital of shanties, one-storied and wooden. Here the houses, three-storied stone and brick, red and blue, rise, each one detached in its own little enclosure, each with an iron railing to the street, for all the world like a London suburb. The architecture here is a mixture of Margate and Manchuria, the roofs being of the characteristic upcurving type of China with a dragon at either end of the ridge-pole. Above that twelve-foot false gable, below spring blinds, awnings, and "villainous little attempts at ornamentation in imitation stone." Half the houses are empty, but still they go on building, building. There is no doubt as to its earnestness. Four million pounds are being spent on Dalny. Australia will finish from spending one-third of that sum on its new capital—if it ever builds one. Immense docks are being added to by the building of docks still greater. Dalny is to Port Arthur what Cape Town is to Simonstown, and yet there are few in the East who understand that from unknown Dalny the influence of Russia will flow seawards till it reaches—If any man could fill in the gap it would be worth a hundred millions to us.

## M. DE WITTE'S CONFIDENCE.

There has been no haste. The railway company (which is the Russo-Chinese Bank, which is the Russian Government, which—in this matter—is M. de Witte) refuse now to sell the land outright to any one. Indeed, they will refuse to sell to the Japanese at all. In perfect confidence they are building a great city, sure of their own land, and, of course, very sure of the support of the Russian Government. Privately they believe that Dalny will be found inevitable, and that at the expense of Hongkong a centre of trade will be formed here which will link China and Europe together with all the strength of seven days' economy of time. Perhaps! There are many things to be considered before the question is answered. It must be remembered, however, that whether Dalny ever becomes the commercial centre of the Extreme Orient or not, the political and strategic value of Port Arthur, plus the Trans-Siberian Railway, will remain very great and a permanent menace to our sea power in the East. At present not a twentieth part of Dalny is finished; but the docks grow slowly, and the scaffold-poles of a gigantic hotel near them, quite a mile from the existing town, suggest brave confidence that the empty space between them will soon be filled. And it would be a rash man indeed who would assert that confidence is misplaced. Dalny is to-day as Delhi was a month before the Durbar; to-morrow Dalny will have rivalled Shanghai; and the day after—who knows? But we shall hear much of Dalny in the immediate future.—Percival London in the Daily Mail.

## THE URUGA DOCK COMPANY'S DIFFICULTIES.

Japanese papers report some strange proceedings at Uruga in connection with the U.S. gunboat contract, says the *Japan Gazette*. The Philippine Insular Government is said to have refused to take delivery of the three boats a cow on the stocks and to have demanded a cash indemnity for failure to comply with specifications; Mr. Tsukubara, President of the Dock Company, is said to have resigned his position on account of these things and to have been followed in this regard by the yard master; half the workmen are reported to have been dismissed and the works are said to be practically at a standstill. The resignations and dismissal of men would be perhaps explainable from that Japanese standpoint which applauds suicide in the face of disgrace rather than to "face the music" which Western ideas regard as the manlier course. But the difficulty of the question lies in the allegation that the two gunboats delivered were found defective by the Philippine Government. How is it possible that defective boats could possibly have been delivered to that Government, when they had first to pass a special U.S. Inspector at Uruga? This point—that there was such an Inspector—has been made very clear, and it would apparently be impossible for defective work to have passed him unnoticed. Japanese papers naturally note this point, and openly attack that bribery and corruption were employed by the Dock Company to secure the continuance of the U.S. Inspector in forcing poor work on the Philippine Government. Details of this alleged corruption are even given, but there are circumstances that seem to make the story almost incredible.

Such U.S. Inspectors are usually specially selected for the work, and the appointment is deemed highly honourable and responsible and carries a good salary. One of the defects admitted to have been found in the first two gunboats consisted of their large additional draught, the boats being specially required to be of shallow draught for coast work. Now it seems almost incredible that any Inspector would deliberately certify to the draught being, according to specifications when he knew that a practical test in Philippine waters in a few weeks' time would expose the fact that the draught was a foot more than called for and that therefore his certificate was dishonest. Yet that is just what these charges of bribery mean. And, if rumour from Manila is to be believed, this matter of excessive draught was not the only defect found in the boats, and Governor Taft is reported to have been stirred to special action in the matter. Another naval inspector came to Japan and is said to have reported condemnably as to the three boats being built at Uruga. Then a special agent visited the dockyard and, after investigating the matter, left to report the result of his enquiry to headquarters. What the result is is not yet specifically known, but it will undoubtedly find its way to the American Government and probably become publicly known. As there is prospect, therefore, that the reputation of Japan in this connection may suffer abroad, it seems in the highest degree desirable that it should be clearly known that the Japanese Government has nothing to do with any actions of the Uruga Dock Company in the premises. This is the first foreign commission entrusted to a Japanese yard and it would be disastrous if any official stigma were attached to what ought to be regarded as a private contract.

## GUERRILLA WARFARE IN THE PHILIPPINES.

The Manila American of the 13th June says:—A telegram to Constabulary headquarters yesterday brought the information that on Wednesday night Felizardo's band of Cavite outlaws met with a crushing defeat. The engagement while it lasted was most sensational and the results most gratifying to the authorities. Twenty-four men of the Imus detachment under Lieutenant Benson, P.C. struck the outlaws, killing seven, wounding many, and capturing many rifles, revolvers, ammunition, clothing and horses. The lieutenant reports a hard fight and excellent conduct of his men. The full details of the engagement have not been rendered, but it is the belief that Lieutenant Crooke, P.C., who has left for the scene of the fight, will discover more casualties than have been reported.

## THE SUICIDES OF NATIONS.

Statisticians and students of the ethics of self-destruction allege that the rate of suicides in Great Britain to the population is on the increase. This may be the case but statistics also go to prove that there has been a great increase also in all civilized countries during the last two or three decades. For instance, in France during the past five and twenty years the numbers went from 157 to 224 per million of population. In Germany it has practically done the same and the proportion in Belgium was only slightly less. In Russia there was no increase. Austria increased by 29 per million, Hungary by 27, Australia by 34, Ireland by 8, Scotland by 18, and England by 15 in the same period. In England the increase during the past fifty years has been slow but steady. In 1860 the number officially recorded was 1,357; in 1896 it was 2,639. Of this latter number 1,971 were men and 668 women, and it is curious to note that such a disproportion is common to almost all countries. The proportion of women to men suicides is greatest in America and Spain, England taking third place with 26 per cent. And it is interesting to note that in England between the years 1887 and 1895 there were over 400 suicides of children under 15 years of age and that of these 76 were girls.

## THE FRENCH RELIGIOUS PROTECTORATE.

In the *Revue de Paris* is a curious paper discussing the exact position of those Powers who have undertaken the thorny task of protecting the Christian subjects of the Sultan. The two great Powers most concerned are France and Russia, and the writer, who is apparently himself a Roman Catholic priest, goes very thoroughly into the question of what may be called the French religious protectorate. It will probably surprise even those deeply interested in the subject to learn that during the last two hundred years France considered herself entitled not only to protect her own subjects and those belonging to the Roman Catholic religion, but also all non-Muslims in the Ottoman Empire. Long after the revocation of the Edict of Nantes the French Protestant Colony of Constantinople was directly protected by the French Embassy, as were also the many Italian Jews who had settled in the city. Stranger still, from the sixteenth century both the Jesuits and Capuchins had houses at Constantinople, their object being to missionize, not the Mussulmans, but the many schismatic sects which had found refuge there. The French Ambassador was considered so powerful that he was constantly appealed to, not only by the Roman Catholics, but by the heads of the Greek Church, and France again and again seems to have interfered on behalf of the unfortunate Armenians. Early in this century the other Powers became aware that, from a political point of view, the Christian Protectorate in Turkey was of importance. Accordingly Austria put in a claim to share the same privileges, a claim which Russia had tried ineffectually to put forward in 1710, when Peter the Great vainly suggested that the keys of the Holy Sepulchre should be taken away from the French religious orders, and handed to a community of Greek priests. After the Congress held in 1878, France, Russia and England arranged, or at any rate suggested, a triple protection. We all know what this collective effort has resulted in, and how Turkey has fulfilled her promises. At the present time France remains the active defender of those who owe religious allegiance to the Pope. All over the Levant all the Roman Catholic establishments—churches, convents, seminaries, schools, hospitals—are directly under French authority; in other words, the various French Consuls have all sorts of rights over them, and should they make themselves amenable to civil law they are represented and defended before the Ottoman tribunals by French lawyers. The only exception to this may be found in Albania and in certain parts of Macedonia, where Austria exercises the same privileges. Of course, the writer of this paper desires to prove that the French Government is making a great mistake by its home anti-clerical campaign, considering the importance they attach to their position as a Christian Power in the Near East.

## MOTORING AT NINETY MILES AN HOUR.

In the *Badminton Magazine* Mr. Charles Jarrett describes how he won the Argennes Automobile Race. "To do this he had to cover 321 miles in 553 minutes, along fifty-three miles of road literally filled with ninety other cars. The danger was very great, from the high speed at which the cars travelled, and most of all from the dust raised all along the route. Mr. Jarrett says:—In the open stretches, where the wind was able to take effect on the dust, the road was clearer; but in the pine-forests, where the dust was unable to escape, the air was more like a November fog in London than anything else I can describe. It was of no use slackening speed, however, and on and on we went, with no other means of knowing we were on the road than an occasional glimpse of the tree-tops on either side. The trouble of passing other cars was a very apparent one. The hoover was quite useless, human lungs soon gave way, and the only thing left to do was to watch for a favourable piece of road take the opportunity, and rush by. That troubles were being experienced by other competitors we could see, as evidenced by the state of their cars, many of which were completely smashed up on various parts of the course. Mr. Jarrett made two stoppages to replenish his supply of petrol and water, and on one of these occasions lost seven minutes. Starting No. 32, there being a two-minute interval between the starting of each car, he nevertheless finished first of all the competitors on his seventy horse-power Panhard. His most exciting experience he describes as follows:—It was soon after this that I caught up Mr. A. K. Vanderbilt, junr., and then came some of the best racing I have ever enjoyed. With the two cars going wonderfully well, both of us taking all legitimate (and a good many illegitimate) risks, neither of us able to gain an advantage over the other, for over ninety kilometres we ran wheel and wheel, but I eventually succeeded in getting by at the corner at Longlier. His sensations during the race are also given:—Many times have I been asked the question as to what incidents I met with during this race. Beyond the one or two I have mentioned it is quite impossible to remember any. If one were able to recall at the moment each and every incident, it would probably be in itself a complete little story. The passing in itself, that of each individual car is an exciting business as in itself, but having once got by it is lost to memory, the one idea being to keep on faster till the next car is passed, and so on until the end.

## TIBET.

The *Asahi* publishes the following despatch from Peking, dated the 8th inst.:—The Chinese Resident in Tibet has telegraphed to the War Office to the effect that the Russians who entered Tibet have been making investigations of mines and surveying land. Lately hundreds of cavalrymen have entered the country. The Russians declare that they have come on a visit of pleasure and exploration, and that they have brought soldiers with them merely for protection, saying that they are permitted by the Chinese Government to have a military escort. "I have received no information whatever on the matter," says the Resident, "and await an immediate reply as to whether there is any truth in the statement of the Russians." On receipt of the above Prince Ching communicated with the Russian Minister in Peking and asked for an explanation of the presence in Tibet of Russian troops, requesting that the Minister should immediately communicate with the St. Petersburg Government with a view to their recall. The Russian Minister declared that he knew nothing of the matter. The War Office has issued instructions to the Chinese Resident ordering him to watch the movements of the Russian troops, but to refrain from any aggravation of the situation. The statement of the Russians that they have obtained permission of the Chinese Government to take soldiers with them is regarded as being without foundation.

## PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE &amp; CO.,

17A, QUEEN'S ROAD, HONGKONG.

[38]

## THE AMERICA CUP.

A despatch dated New York, May 21, says:—The yacht *Reliance*, which this year is a candidate for the honour of defending the America cup, met the *Columbia* to-day on the Sound off Gloucester, and the old champion, which twice has successfully defended that famous trophy, had to lower her colours to the new racer. It was the opening race of the season, and the *Reliance's* first appearance in the yachting arena. The triangular course was twenty-five miles around, and the breeze, which for two hours was no breeze at all, later developed a strength of 10 to 12 knots. Under these conditions the *Reliance* was able to cross the finish line 14 minutes and 43 seconds ahead of the *Columbia*. The *Reliance* got over the line 1 minute and 10 seconds ahead of the *Columbia*, so that the actual beating was 13 minutes and 33 seconds. The new yacht gained on each leg, but the course was not one calculated to show her all-round sailing qualities, as each leg was a reach. The first was eleven miles long, and was from Matiniscook point to Lloyd's point, on Long Island shore, and the yacht had 7 minutes and 40 seconds on this leg, but some of this large gain must be attributed to luck, for the *Reliance* had the benefit of several favouring off-shore puffs which did not get near the *Columbia*. Three-quarters of the leg was a drifting match, and on this point of sailing the new boat easily demonstrated her superiority over the old one. The second leg was a three-mile reach across the Sound to Budd reef, and the breeze, which had blown up to six knots before the yacht reached the first mark, strengthened to twelve knots from the south-west, which made the leg an easy reach with the wind coming over the quarter. The *Reliance* gained on this short leg 1 minute and 33 seconds—that is, she covered the distance at the rate of half a minute per mile better than the *Columbia*, making three miles in 13 minutes and 40 seconds, or at the rate of 13.1 miles per hour. From the second mark to the finish was eleven miles south west by west, half west, which the yacht covered in a long tack, close-hauled with a short hinch at the finish to get over the line. The wind still held at ten knots, backing a little to south-west by west, and the yacht had an opportunity to show how high they could point into the wind. In this respect they seemed about equal, and both looked up very high, but the *Reliance* footed so much faster that she gained four minutes and thirty-three seconds in eleven miles. Some of the *Columbia's* loss on this leg was due to accident, for shortly after she turned the second mark a tack of her baby-jib topsail parted and the sail went up a stay, bunching at the top. A man was sent aloft to seize it, but it was five minutes before the new baby topsail was set flying. As proof of *Reliance's* power to-day's exhibition must have been satisfactory in the extreme to her managers. In the faintest of airs she opened out on the *Columbia* in a way that does not suffer by comparison with that redoubtable drifter, the *Constitution*. Perhaps the most pleasing feature in the *Reliance's* work was the easy way in which she left the water. Even when she was heeled over to such an angle that her rail was under there was no sign of a wave under her counter and hardly any dragging perceptible wake. The long drawn-out bow glided over the water with little fuss and the overhangs were utilised so well that when the yacht heeled she lengthened her designed water line by one-third of the forward overhang and two-thirds of the long after overhang. The yacht's balance, too, was perfect.



TELEPHONE No. 135.

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Per Doz. ... .. \$15

We have older and more expensive Whiskies

but we have no better VALUE than

"CLUB."

H. PRICE &amp; CO.

12, QUEEN'S ROAD.

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## CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD. PRIOR OF 12-BORE CARTRIDGES.—Loaded with Powder. Primrose Cases ... \$8.25 ... \$3.00. Pegasus Cases ... 6.85 ... 3.60. Ejector Brass Cases 7.50 ... 2.25.

Apply to—WM. SCHMIDT & CO. Gunmakers. Hongkong. Heng Kong, 3rd July, 1902.

## VIEWS OF HONGKONG

ILLUSTRATED POST CARDS Coloured, White-Away Cards, &c. For Sale at GRAVE & CO.'S Stall at HONGKONG HOTEL CORNER. Also Used and Unused Foreign and Colonial POSTAGE STAMPS in Sets, Packets or Single. King Edward VII. Albums. Catalogues, Hinges, &c., &c., &c. Inspection invited. Hongkong, 12th June, 1903. [1113]



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Editor, Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Cables: A.B.C., 5th, H.K.

Literary: P.O. Box 38. Telephone No. 12.

## NEW ADVERTISEMENTS FOR SALE

**DISCARDED STEEL WIRE CABLE.**

For Particulars, apply to—  
**JOHN D. HUMPHREYS & SON,**  
General Managers,  
Hongkong High Level Tramways Co., Ltd.  
Hongkong, 17th June, 1903. [1736]

**CHINA LIGHT AND POWER COMPANY, LIMITED.**

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING OF THE CHINA LIGHT AND POWER COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 14, Des Vaux Road Central, Victoria, Hongkong, on SATURDAY, the 27th day of JUNE, 1903, at 11 in the FORENOON, when the subjoined Resolutions will be proposed, viz.:

1. "That the capital of the Company be reduced from \$300,000 (divided into 150,000 shares of \$20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from \$20 to \$10 per share."
2. "That after such reduction the capital of the Company be increased from \$150,000 (divided into 15,000 shares of \$10 each) to \$300,000 (divided into 30,000 shares of \$10 each) by the creation of 15,000 new shares of \$10 each to be offered and accepted to be allotted to the present shareholders of the Company in the ratio and proportion of one new share for every old share in the Company held by the respective shareholders thereof."
3. "That in consideration of the guarantee and undertaking now given by Messrs. Shewan, Tomes & Co. (the General Managers of the Company) and testified by their signature hereto (and to be further testified by the execution by the said Shewan, Tomes & Co. of a separate instrument of guarantee to be executed contemporaneously with the Debenture Trust Deed or Mortgage hereinafter referred to and to be held by the Trustees thereof to be appointed as hereinafter mentioned) that the dividend for the years 1902, 1903 and 1904 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 6 per centum per annum in each and every one of the said three years the said Shewan, Tomes & Co. as such General Managers as aforesaid be and they hereby are authorized to issue Debentures to the amount of not more than \$200,000 on the property of the Company to be secured by a duly executed Mortgage thereof by the Company to such persons as Trustees for and on behalf of the Debenture holders as the said Shewan, Tomes & Co. may by writing under their hand appoint. The said Debentures to be issued in the shape of Bonds for \$1,000 or \$500 each at the Debenture holders' option respectively but so that the aggregate amount in value of such Debentures taken together shall not exceed the sum of \$200,000. The Bonds for each in respect of the said Debentures may be issued at a discount not exceeding 25 per cent. on the face value thereof but so that the holders respectively of such Debentures shall not be entitled to be repaid more than the face value thereof. The said Debentures to bear interest at the rate of 8 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be repayable within 5 years from and after the date of such actual issue in manner following that is to say No portion of the amount paid in respect of any of such Debentures shall be repayable during the first three years following the date of the actual issue thereof but upon the expiration of such period of three years there shall be repaid in respect of each Debenture to each and every holder thereof:

- (a) "One quarter of the amount paid in respect thereof within six calendar months following the expiration of the said period of three years";
- (b) "One quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years";
- (c) "One quarter of the amount paid in respect thereof within eighteen calendar months following the expiration of the said period of three years";
- (d) "One quarter of the amount paid in respect thereof within twenty-four calendar months following the expiration of the said period of three years."

Should the above Resolutions be duly passed they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 15th day of June, 1903.

**SHEWAN, TOMES & CO.,**  
General Managers.

**THE EAST ASIATIC COMPANY, LIMITED.**

## NOTICE TO CONSIGNEES

**THE Steamship "PRINS VALDEMAR"**

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 16th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st June will be subject to rest.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 22nd June.

All Claims must reach us before the 14th June, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

**MELCHERS & CO.,**  
Agents.

Hongkong, 16th June, 1903. [1737]

## NEW ADVERTISEMENTS

## PUBLIC AUCTION.

**THE Undersigned have received instructions from the OFFICIAL ADMINISTRATOR, to Sell by Public Auction, for account of the Estate of the late A. S. MCKAY, JOHN MCKAY and W. R. JONES.**

**TO-DAY (WEDNESDAY),**  
the 17th June, 1903, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street.

**SUNDREY GOODS AND EFFECTS,**  
Comprising—  
**TEAKWOOD OVERMANTEL with BEVELLED GLASS, MOROCCO COVERED SOFA, TEAKWOOD CHEST-OF-DRAWERS, VIENNA CHAIRS, TABLES, WRITING DESK, SINGLE IRON BEDSTEAD, SIDEBOARD, CAMPFIRE-WOOD and TIN TRUNKS, &c., &c.**

A Quantity of CLOTHING, BOOKS, WALKING STICKS and One RIFLE.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 17th June, 1903. [1739]

## PUBLIC AUCTION.

**THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (WEDNESDAY),**  
the 17th June, 1903, at 2.30 P.M., at No. 44, LYNBURY TERRACE.

One AMERICAN PRINTING PRESS, One PAPER CUTTER, Eighteen LOWER and UPPER CASES of TYPES, One Co. LEADS, Two Cases BRASS RULES, Five BRASS GALLEYS, Two Cases WOODEN FURNITURE, One RULING MACHINE, One BRASS LEAD CUTTER, Twenty-three WOODEN GALLEYS, A Quantity of TYPES, &c., &c.

(The above will be sold in One Lot only.)

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 17th June, 1903. [1738]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FROM CALCUTTA, PENANG AND SINGAPORE.**

**THE Company's Steamship**

**"SUISANG"**

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside on board after 4 P.M., the 18th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO.,**  
General Managers.  
Hongkong, 16th June, 1903. [1734]

## VICTORIA RECREATION CLUB.

**THE ANNUAL GENERAL MEETING** will be held in the CLUB GYMNASIUM, Kowloon, TO-MORROW (THURSDAY), the 18th inst., at 5.45 P.M.

**FRANK W. WHITE,**  
Hon. Secretary.

**THE PEAK CHURCH.**

**THE ANNUAL MEETING OF WORKSHIPPERS** at the Peak Church will be held in ST. PAUL'S COLLEGE, on THURSDAY, 18th JUNE, at 5.30 P.M.

1. To pass the Accounts.
  2. To adopt the Report.
  3. To elect a Committee.
- F. T. JOHNSON,**  
Hon. Secretary.  
Hongkong, 16th June, 1903. [1720]

## FOR SALE.

**CHESTNUT CHINA PONY,** perfect action; in splendid condition. Can be seen at **CHUNG WAH STABLES,** Woongneichong. Apply by letter to—  
**MR. JAMES H.M.S. "TAMR."**  
Hongkong, 15th June, 1903. [1710]

## GOVERNMENT NOTICE.

**IT IS HEREBY NOTIFIED** that the Sale of POSTAGE STAMPS at the Stamp Office will be DISCONTINUED after the 30th INSTANT.

All such Stamps for Revenue purposes can be obtained at the General Post Office.

**A. M. THOMSON,**  
Collector of Stamp Revenue.  
Hongkong, 10th June, 1903. [1696]

## EQUITABLE LIFE

**HENRY B. HYDE, Founder.**

An Equitable policy contains everything that is desirable in a life insurance contract. Notwithstanding the superiority, the rates are no higher than other companies. Write for information.

**F. KIENE, Manager.**  
Hongkong, 21st May, 1903. [1499]

**LESSONS IN FRENCH.**

**NEW and easy method of learning French** in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.

**B. R.**  
Care of Office of this Paper.  
Hongkong, 16th May, 1903. [1435]

**SURGEON DENTIST.**  
No. 14, D'AGUILAR STREET.

**TERMS VERY MODERATE.**  
Consultation Free.  
Hongkong, 21st March, 1903.

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**DENTAL SURGEON,**  
No. 23, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.  
Hongkong, 16th June, 1903. [1721]

**FOREIGN AND COLONIAL STAMP DEALER.**  
No. 39, WYNDHAM STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

**AGENTS WANTED.**  
15 to 25 per cent. Discount Allowed. [1586]

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Mr. EDWARD EVANS, Missionary Home, Shanghai.

Messrs. KELLY & WALSH, Ltd., Hongkong.

Messrs. W. BROWNE & CO., Hongkong and Shanghai.

YOUNG CHONG BOOK STORE, Swatow.

Messrs. A. S. WATSON & Co., Amoy.

Messrs. A. S. WATSON & Co., Foochow.

Messrs. H. BLOW & Co., Canton.

Messrs. HODGES & Co., "Seng Poo," Seoul.

"NAKAMET Press," OFFICE, Nagasaki.

"KOH CHRONICLE," OFFICE, Kobe.

"THE DAILY PRESS," OFFICE, Hongkong; and at the London Office: 121, Fleet Street.

Hongkong, 1st January, 1903.

**THE OFFICE OF THE DISTILLERS COMPANY, LIMITED,** who claim to be sole proprietors thereof.

The TRADE MARK has been used by the applicants in respect of the following goods:—  
Whisky, in Cask &c.  
Dated the 18th day of April, 1903.

**DENNIS & BOWLEY,**  
Solicitors for the Applicants.  
[1195]

**NOW ON SALE.**

**DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA FOR 1903.**

WITH ALPHABETICAL LIST.

88 PAGES. BOUND IN CLOTH AND LETTERED, \$1.

PAPER COVER, 60 CENTS.

On Sale at

**THE TRADE MARKS ORDINANCE 1898.**

APPLICATION FOR REGISTRATION OF TRADE MARK.

**NOTICE IS HEREBY GIVEN** that **THE DISTILLERS COMPANY, LIMITED,** of 8-12, Tophishon Street, Edinburgh, Scotland, Distillers, has on the 20th day of February, 1903, applied for the registration in Hongkong in the Register of TRADE MARKS of the following:—TRADE MARK:—

**King Edward VII Liqueur Whisky**

**The Distillers Company Ltd Edinburgh**

## AUCTIONS

## EXTRAORDINARY ART SALE.

**THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (THURSDAY),**  
the 18th June, 1903, at 2.30 P.M., at his SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street.

**A VERY FINE COLLECTION OF JAPANESE SILK EMBROIDERIES AND TEXTILES,**  
Comprising—  
**BARE PALACE and TEMPLE HANGINGS, FINE OLD BROCADES, BEAUTIFUL SILK EMBROIDERED KIMONOS, ARTISTIC CUT VELVET PICTURES, and VERY FINE SILK EMBROIDERED SCREENS,**  
&c., &c.

**NOTE**—The above is one of the Finest Collections of Embroideries hitherto offered for sale and for the most part will be sold without reserve.

**TERMS:—As usual.**

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 15th June, 1903. [1713]

## NOTICES OF FIRMS

**CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.**  
**司公限有船輪華中**

**THE OFFICES** of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2nd FLOOR.

Hongkong, 21st March, 1903. [924]

**CHINESE AMERICAN COMMERCIAL COMPANY.**  
**司公美華**

**IMPORTERS, EXPORTERS AND MANUFACTURERS.**

**THIS Company's Office** are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier.

Hongkong, 1st May, 1903. [1321]

## NOTICE.

**THE Firms of KIM SENG LEE & CO., of Bangkok, and KIM HONG JOO, of Hongkong, having Dissolved Partnership, the Firm of KIM SENG LEE & CO. gives notice that it will NOT be RESPONSIBLE for any DEBTS contracted by the Firm of KIM HONG JOO from the date now on, the nine years' existence of the Partnership.**

**KIM SENG LEE & CO.**  
Hongkong, 11th June, 1903. [1690]

**QUAN WAH & CO.,**  
GRANITE MERCHANT CONTRACTORS.

Dealers in

**MARBLE and GRANITE MONUMENTS.**  
No. 1, QUEEN'S ROAD EAST.

Estimates, Designs and Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1899. [1186]

**ROYAL ERATED WATERS MANUFACTORY.**

If you want a drink of health, If 'tis true that health is wealth, If you'd take your proper place, If for health you'd join the race, Always with a smiling face, Where you can get good drink I guess, Pure water we always use, Essences many from which to choose, Our list of drinks will you amuse.

Apply to—  
**F. P. DANENBERG, Manager.**  
Factory & Office—West Point; Telephone 367; Depot—Ice House Street; Telephone 374.

Novel Specialties. Best in the Far East. Refreshing and invigorating drinks of the season. Just Produced. Long-Life, Non-Intoxicating and Excellent Beverages.

Hir-Oes, Winter Stew, Strawberryade, Jubilee-Champagne, Orange Champagne, Hop Ale.

[1-2]

**THE TRADE MARKS ORDINANCE 1898.**

APPLICATION FOR REGISTRATION OF TRADE MARK.

**NOTICE IS HEREBY GIVEN** that **THE DISTILLERS COMPANY, LIMITED,** of 8-12, Tophishon Street, Edinburgh, Scotland, Distillers, has on the 20th day of February, 1903, applied for the registration in Hongkong in the Register of TRADE MARKS of the following:—TRADE MARK:—

**King Edward VII Liqueur Whisky**

**The Distillers Company Ltd Edinburgh**

In the name of **THE DISTILLERS COMPANY, LIMITED,** who claim to be sole proprietors thereof.

The TRADE MARK has been used by the applicants in respect of the following goods:—  
Whisky, in Cask &c.  
Dated the 18th day of April, 1903.

**DENNIS & BOWLEY,**  
Solicitors for the Applicants.  
[1195]

**NOW ON SALE.**

**DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA FOR 1903.**

WITH ALPHABETICAL LIST.

88 PAGES. BOUND IN CLOTH AND LETTERED, \$1.

PAPER COVER, 60 CENTS.

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**King Edward VII Liqueur Whisky**

**The Distillers Company Ltd Edinburgh**

## TO LET

**FIRST FLOOR** No. 8, QUEEN'S ROAD CENTRAL. Suitable for Office.

Apply to—  
**1st LAN CHUEN,**  
Care of Mr. A. M. Eschley,  
Nos. 7 and 9, Zetland Street.  
Hongkong, 11th June, 1903. [1689]

**TO LET.**

**TWO SPACIOUS GODOWNS**—Nos. 95 and 96, PRAYA EAST.

Apply to—  
**H. N. MODY,**  
Victoria Buildings.  
Hongkong, 2nd December, 1902. [82]

**TO LET.**

**NOS. 1 & 3, "MAGDALEN TERRACE,"**  
Corner houses, MAGAZINE GAP.

Apply to—  
**SPANISH PROCURATION.**  
Hongkong, 1st January, 1903. [73]

**TO LET.**

**TWO SPACIOUS NEW GODOWNS,**  
very suitable for Dry Goods.

Apply to—  
**W. LISAUGHT,**  
153, Wanchoi Road.  
Hongkong, 15th April, 1903. [1153]

**TO LET.**

**No. 17, SEYMOUR ROAD or WOODLANDS WEST** to Rent from 15th JUNE.

Apply to—  
**E. H.**  
Care of Daily Press Office.  
Hongkong, 16th May, 1903. [143]

**TO LET.**

**No. 5, STEWART TERRACE, PEAK.**  
Furnished, from 5th June to 31st August, 1903.

**"WESTBOURNE VILLA,"** North BOWMAN ROAD.

**No. 1, CAMERON VILLAS, MOUNT KELLET.**

**Nos. 11 & 13, BELLIOS TERRACE,**  
Newly Painted and Colourwashed.

**"BISNEE VILLA,"** FORKULM ROAD, Land on sea front Kowloon Marine Lot No. 6, and admirably suited for the storage of coal.

For terms and particulars, apply to—  
**LINSTEAD & DAVIS.**  
Hongkong, 17th June, 1903. [1046]

**GODOWNS TO LET.**

**PRAYA EAST.** Spacious Two-storied and Single-storied Godowns. Suitable for Yarn or Coals.

Also Land for Coal storage.

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 31st March, 1903. [100]

**TO LET.**

**FLATS in MORETON TERRACE.**  
UNUSUALLY LARGE, facing the Polo Ground. No. 4 RIFON TERRACE (in FLATS). GODOWNS at BOWINGTON (PRAYA EAST).

**HOUSES in LEIGHTON HILL ROAD.**

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 8th June, 1903. [71]

**TO LET.**

**ONE LARGE OFFICE ROOM.**  
PRINCE'S BUILDING, 2nd FLOOR. Immediate Possession.

Apply to—  
**REUTER, BROECKELMANN & CO.**  
Hongkong, 12th June, 1903. [1697]

**TO LET.**

**ONE FIRST-CLASS SPACIOUS GODOWN** at West Point.

Apply to—  
**"GODOWN,"**  
Care of Daily Press Office.  
Hongkong, 16th June, 1903. [1719]

**TO LET.**

**No. 10, SEYMOUR TERRACE.**  
No. 13, MOSQUE JUNCTION.  
No. 43, CAINE ROAD.  
Nos. 1, 2 and 3, CORONATION TERRACE.

And others to suit various requirements.

**S. A. SETH,**  
Land and Estate Broker.  
Hongkong, 12th June, 1903. [1396]

**TO LET UNFURNISHED.**

**No. 33, CAINE ROAD.** Available from 1st April.

Apply to—  
**"COMBEE,"** MAGAZINE GAP. Available from 1st April.

Apply to—  
**Daily Press Office.**  
Hongkong, 16th February, 1903. [542]

**TO LET.**

**"HARTLEY" and "WESTLEY,"**  
Upper Richmond Road.  
"STONY BROOK," Lower Richmond Road.

Apply to—  
**LAU CHU PAK,**  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 2nd June, 1903. [150]

**TO LET.**

**WOODLANDS VILLA EAST.**  
Seymour Road. Six-Roomed Semi-detached House. Good View of the Harbour.

Apply to—  
**D'ALMEIDA & MILLAR.**  
No. 10, Des Vaux Road Central.  
Hongkong, 19th May, 1903. [1465]

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**"DUNHEVED" and "STONE-HAVEN,"** ROBINSON ROAD. Each with Six Spacious Rooms and a well-ventilated Basement (Stores) Quarter attached, Verandah, Tennis Court and a large Garden.

Apply to—  
**SAM WANG CO., LTD.**  
81, Queen's Road Central.  
Hongkong, 8th June, 1903. [1655]

**TO LET.**

**A GODOWN, No. 1, MASON'S LANE.**  
Rent Moderate.

Apply to—  
**DAVID SASSOON & CO., LTD.**  
Hongkong, 11th June, 1903. [1689]

**TO LET SHORTLY.**

**FURNISHED HOUSE, PEAK ROAD.**

Apply to—  
**HUMPHREYS ESTATE & FINANCE COMPANY, LTD.**  
Hongkong, 9th June, 1903. [1040]

**TO LET.**

**A ROOM** in a Fully Furnished House at the Peak.

One Gentleman required to make up a Mess of Four. Tennis Court and Garden.

Apply to—  
**A. 17,**  
Care of Daily Press Office.  
Hongkong, 25th May, 1903. [1629]

**FIRST-CLASS BOARD & RESIDENCE**

**"ST. GEORGE'S HOUSE,"**  
2 & 4, KENNEDY ROAD.

**EXCELLENT Table.** Every home comfort. Well furnished rooms facing the harbour. For terms, apply to—  
**Mrs. G. SACHSE,**  
"St. George's House,"  
Hongkong, 17th March, 1903. [633]

**"SAVOY HOUSE,"**  
3, LOWER CASTLE ROAD.

**BOARD and LODGING.** Comfortably Furnished Rooms. Quiet and Healthy Locality.

Apply to—  
**A. SPIELER.**  
"n" 1st June, 1903. [1557]

**MRS. GILLANDERS,**  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th March, 1903. [915]

**"TANG YUEN,"**  
BOARDING ESTABLISHMENT.  
SUMMER RATES.

European Supervision. Excellent Cuisine and Accommodation.

Apply to—  
**MANAGERESS,**  
Mactonnell Road; or  
**FAIRALL & CO.,** Queen's Road.  
Hongkong, 2nd March, 1903. [681]

**BOARD and RESIDENCE.**

**COMFORTABLY FURNISHED ROOMS,** with Board.

Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1903.

**THE BEST THE OLDEST THE CHEAPEST BELT IN THE WORLD**

IS

**GANDY'S**



WM. POWELL, LD.

GENTLEMEN'S OUTFITTERS.

28, QUEEN'S ROAD.

THE NEWEST AND BEST OF  
EVERYTHING.

FAMED FOR SUN HELMETS.

LAMBERT & BUTLER'S  
FRONTIER MIXTURE.

A PIPE TOBACCO.

FRONTIER MIXTURE IS A COMBINATION OF THE CHOICEST  
TOBACCO GROWN.

A GENTLEMAN'S SMOKE. ASK YOUR DEALER FOR THIS BRAND.

TO BE OBTAINED FROM—

MESSRS. KRUSE & CO.  
IN 4-LB. AIR-TIGHT TINS.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE.

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE.

DETONATORS, SAFETY FUSE.

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHWAI.

AGENTS—

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MIDZUSHIMA &amp; CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—UCHI-KOMACHI, MOJI; MINAMI-AJIKAWA, OSAKA;  
AND KAIKAN, WAKAMATSU.

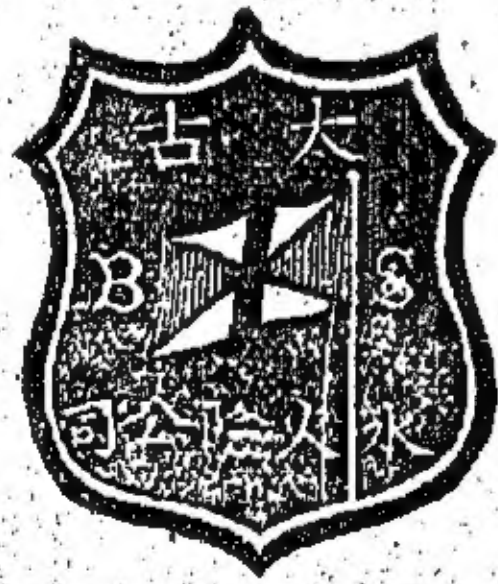
AGENCY: MR. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong,  
Code used: A 1 & A. B. C. 4th Ed.Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries  
Maritimes de France, Foreign and Japanese steamers. Arsenal and Japanese Railway Companies,  
&c. Sole Proprietors of Kumamoto and Tonoura Coal Mines. Sole Agents for Kawamiya,  
Komsaigawa, Tenoura, Minamio, Ikajiri and Kumagata Collieries.

K. UYEMURA, MANAGER.

Hongkong, 4th March, 1903.

BUTTERFIELD &amp; SWIRE



Agents

LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Hongkong, 10th June, 1903.

CHEONG SHING.  
GENERAL EXPORTERS.DEALERS IN  
JEWELLERY, DIAMONDS, PEARLS,  
PRECIOUS STONES, SILKS, IVORY  
WARES, EMBROIDERIES AND  
CHINESE CURIOS.Wholesale and Retail. Prices very moderate.  
No. 39, QUEEN'S ROAD CENTRAL  
(Opposite Messrs. C. J. GAUFF & Co.).  
Hongkong, 16th May, 1903.

PURE FRESH WATER

THE HONGKONG STEAM WATER-  
BOAT CO., LD., is prepared to supply  
ANY QUANTITY OF PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.  
Call Flag W.J. W. KEW,  
Manager.1st Floor, 37, Canossa Road.  
Hongkong, 13th June, 1903.CARMICHAEL & CLARKE,  
CONSULTING ENGINEERS AND  
SHIPBUILDERS.  
SURVEYORS AND CONTRACTORS.  
REPAIRS PROMPTLY ATTENDED TO.TELEGRAMS: "CARMICHAEL," HONGKONG.  
A. B. C. Code, 4th Edition  
A. I. Code.  
Liber's Standard Code.  
TELEPHONE, 332.  
Hongkong, 13th March, 1903.

WINCHESTER CARBINES

12 SHOT REPEATING CALIBRE 44.

Excellent arm for Travellers in the interior

of China as well as Officers of Coast Steamers

ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMANN &amp; CO.

14, DES VERTS ROAD.

[ALL RIGHTS RESERVED.]

RAYNIER'S PERIL,  
A ROMANCE OF THE NORTH-WEST  
FRONTIER.BY  
BERTRAM MITFORD(Author of "The Ruby Sword," "Sign of the  
Spider," "The Word of the Sorcerer," &c.).

CHAPTER XXIV.

ON THE BRINK OF THE GRAVE.  
When, immediately on leaving his prisoner,  
Mushim Khan was informed that a believer  
had been brought in, escorting a woman, veiled,  
who had come far to communicate with him  
upon a matter of importance, the Nawab ha-  
trayed no surprise, nor did the statement that  
the woman, although dressed as one of their  
own women, was a Feringhi, elicit any, either.  
He coldly directed that they should be conducted  
to his durbar hall, and, accompanied by his son  
and Kalandil Khan, he proceeded thither.Hilda Clive dropped her veil as she came  
into the presence of the chiefs. They returned  
her salutation gravely, eyeing her with the same  
artificial curiosity as that which she felt with  
regard to them. What stately men they were,  
she thought. The very simplicity of their  
snowy garments and beautifully folded turbans  
added a dignity from which any barbaric  
splendour of jewels and colours would have  
detracted. So this was Mushim Khan, she  
thought, instinctively recognising the Nawab.  
He was indeed a noble looking man—and,  
although cold and stern at that moment, his  
face was not a cruel one—and the same held good  
of the others. Surely she would obtain that  
for which she was here.And how came it that she was here? Simply  
one of those strange impressions of provocation  
to which she was at times given. It had been  
borne in upon her with a vivid and startling ad-  
dress that the missing man was in great peril;  
so incisive and convincing indeed was this  
impression as to dispel forthwith the idea that  
he was a courteously treated prisoner of war in  
the hands of a generous and honourable enemy.  
She, and she alone, had power to save him. All  
Orientals were fond of money, she had heard—  
fortunately she had plenty. She would literally  
redeem him, would buy his release even  
though it cost her every farthing she had in  
the world.The plan once conceived she lost no time in  
carrying it out. She said no word about it to  
anybody, for fear of being interfered with, but  
leaving a note for the Taricots, she started off  
with Mehrib Khan for the Nawab's stronghold.The Baluchi had raised no objection. He  
took it as quite a matter of course that she  
should require him to accompany her along into  
the midst of a hostile tribe. So, having adopted  
the Gularani attire, and being well armed, he  
had brought her in safely hither.But now poor Hilda found herself in a  
quandary at the off-set. Her knowledge of  
Hindustani was of the slightest, and Mehrib  
Khan's knowledge of English nil. She could  
make him understand her in ordinary matters,  
but as an interpreter she feared he might  
prove of little use. But here aid came from an  
unexpected quarter."If you will allow me to be your interpreter  
madam, I will strive to convey to my father  
what you wish to say."Hilda stared. It was Shere Dil Khan who  
had spoken, and his English was well-nigh  
faultless. She thanked him, and then without  
waste of words set forward the object of her  
visit. But it was hardly necessary for him to  
interpret the Nawab's reply. She knew that it  
was a stern and emphatic refusal."Who is this woman, and what is she to  
the prisoner?" asked Mushim Khan. "Is she  
his wife?"This, though more courteously rendered,  
brought the colour to Hilda's face, and she  
replied that she was not—but only a distant  
relation. She thought it was time delicately to  
hint at the question of ransom.Delicately—yes—because there was that  
about these stately chiefs that seemed to render  
the subject as difficult of approach as though  
they were Europeans of social equality."I knew that it was unusual, Sirdar Sahib,  
to ransom prisoners of war," she said. "This  
I am prepared with. Will a lakh of rupees  
satisfy the Nawab?""I cannot put that to my father," said Shere  
Dil Khan."Is it not enough? Well, name your own  
price." Her colour came and went, and she  
spoke eagerly and quickly.

"It is not that, but—"

"Well, put it, put it!" returned Hilda, unable  
to restrain an impatient stamp of the foot.

"Put it, I entreat you."

He looked at her hesitatingly for a moment,  
then complied. A change came over the features

(Continued on page 9.)

When Your Joints  
Are Stiffand muscles sore from cold or  
rheumatism, when you slip and  
sprain a joint, strain your side  
or bruise yourself, Perry Davis'  
Painkiller will take out the  
soreness and fix you right in a  
jiffy. Always have it with you,  
and use it freely. USE

Painkiller

## UNTIL SATURDAY NEXT.

"THE TIMES"

MUST WITHDRAW ITS OFFER AFTER  
4 MORE DAYS.

TO-DAY

IS THE BEST TIME  
TO SUBSCRIBE.Present prices and terms of payment must be  
discontinued after the end of this week.  
Any future offer will be at an  
increased price.

The Tenth Edition (35 vols.) of the Encyclopædia Britannica.

The universal books of reference among English-speaking peoples.

London prices for a few more days.

## The World-Wide Distribution.

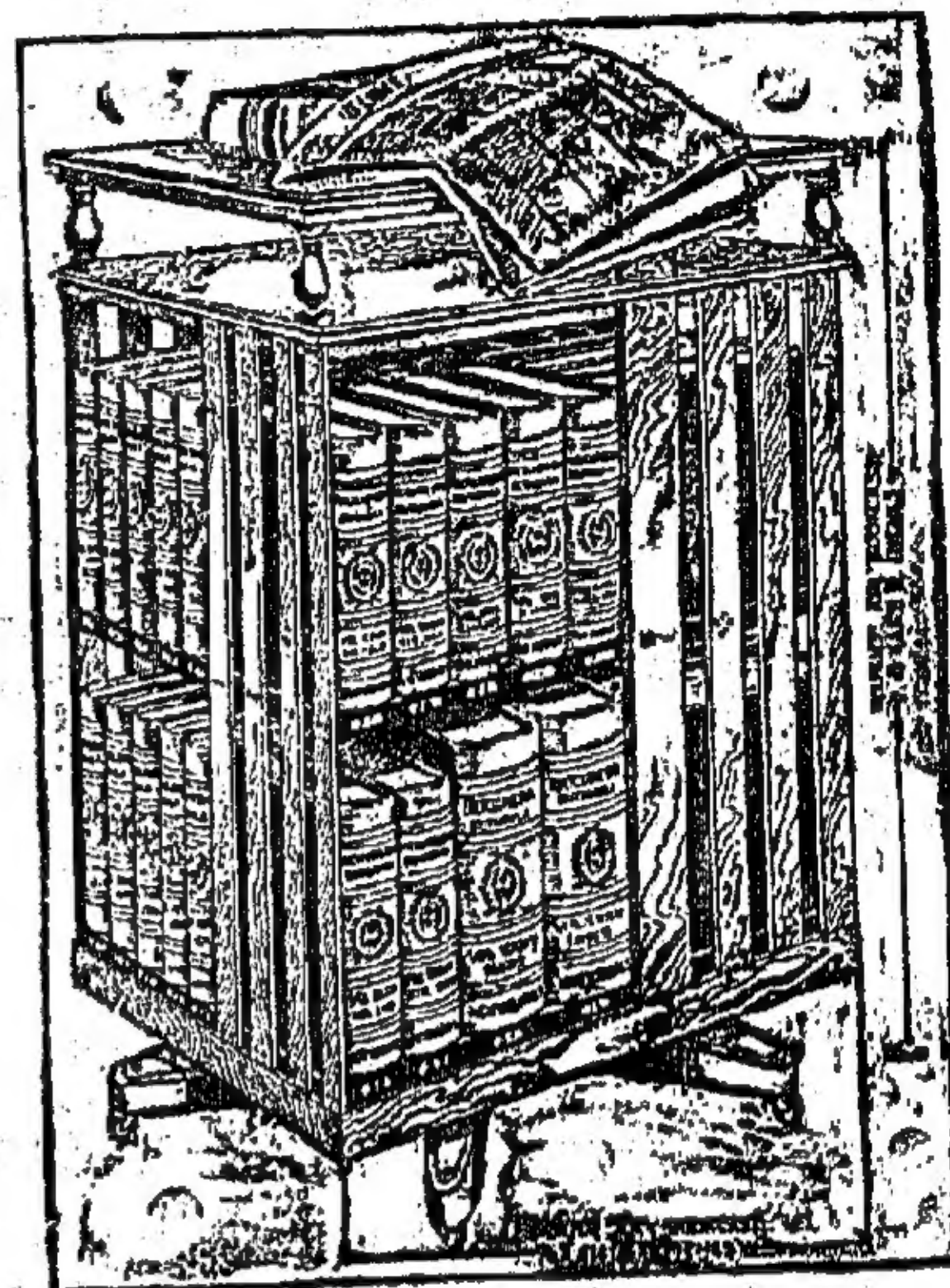
The following table shows at a glance the  
extraordinary sale of the Ninth Edition, the  
24 volumes of which are included in the Tenth  
Edition—

British Isles .....	30,700
Europe .....	2,850
India .....	3,700
Australia .....	3,750
New Zealand .....	750
Africa .....	2,300
South America .....	325
Japan .....	1,500
Canada .....	8,000
United States .....	250,000

Total...394,075

Note.—Comparatively few copies have been  
sold in the United States of the authentic A-  
and C. "Black Edition." The larger sale in that  
country was directly due to the defective laws  
of copyright which made possible the issue of  
piratical, mutilated and abridged Editions.In Japan, between 12th December, 1902, and  
25th February, 1903, "The Times" sold 1,400  
copies. About 100 copies had previously been  
ordered from London for subscribers in that  
country. In Tokyo, 100 orders were taken on  
25th February, and 60 in Osaka.

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calling. This is, in itself, a powerful argument  
in favour of the book, but the fact that the list  
of subscribers in England includes the names  
of the Marquis of Salisbury, Field-Marshal  
Lord Roberts, Mr. Rudyard Kipling, the Lord  
High Chancellor, and Mr. Herbert Spencer, is  
not so much to be marvelled at as has been the  
acceptance of the offer in places where accept-  
ance would not be expected. For example, one  
would not include among those likely to want so  
large a work of reference a Spanish grandee of  
the Court of Madrid, an Australian horse-  
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miner, or a Straits Settlements "prospector."One would not say, off-hand, that the Ency-  
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interest for a manufacturer of bicycles in  
Germany, the manager of a laundry in Calcutta,  
the keeper of a hotel in the Sandwich Islands,  
or the captain of a steamboat plying on the  
Irrawaddy river, in Burma. But the Spanish  
grandee, the Polish countess, the gold-miner,  
the hotel keeper, the laundry manager, the  
steamboat captain and the rest are all on "The  
Times" list.One would not imagine that even the best  
educated Russians know enough English to  
require an English book of reference; nor would  
one say that the book would enjoy much of a  
vogue in Berlin, or Paris, or Budapest. Yet in  
all of these cities, as well as in hundreds of others  
in Europe, the Encyclopædia Britannica will be  
found on the bookshelves of readers who appre-  
ciate the soundest scholarship, and who were  
quick to recognise in this work the only one  
which makes a really honest attempt to present  
the sum of human knowledge in a usable and  
therefore useful form.In India, most of the educated Hindus talk  
and read in the vernacular, using English only  
in their dealings with the English officials and  
residents. More than 3,700 copies of the Ency-  
clopædia Britannica have been distributed in  
India during the past three years, and of this  
number more than 50 per cent. were purchased  
by Hindus. Their eager enthusiasm to possess  
it has been not less admirable than their high  
conscientious endeavour to adhere strictly to the  
terms of the contract, by virtue of which they  
were enabled to purchase a most helpful book—  
of the greatest educational value to them—at  
a price and on such terms as were never before  
possible.The Encyclopædia Britannica has, in fact,  
proved itself a book for all men; the most useful  
single work ever published, indispensable alike  
to the statesman, the professional man, the  
student, the man of affairs, the man of business,  
helpful to those whose education has been inter-  
rupted, a source of profit to every thoughtful  
artisan, and a never-failing reservoir of practical  
information for everybody.

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[1672-3]



## SHIPPING.

## ARRIVALS.

June 15, KWANTUNG, Chinese str., 1,536, Wm. H. Lunt, Shanghai 12th June, Mails and General.—CHINESE.

June 15, PRINS VALDEMAR, Danish str., 2,500, Luis Kock, Singapore 9th June, General.—MICHIELS & CO.

June 16, CHITUS, Br. str., 1,588, McDonald, Chikilang 12th June, Grounds.—ORDEN.

June 16, DAIHIN MARU, Japanese str., 90, I. Ogata, Tientsin Amoy and Swatow 15th June, General.—ONAKA SHIGEMU KAISHA.

June 16, DOKS, Norwegian str., 965, Jacobsen, Chikilang 11th June, Rice.—ORDEN.

June 16, EXPRESS OF INDIA, British str., 3,003, O. P. Marshall, R.M.S., Vancouver 25th May and Shanghai 13th June, Mails and General.—C. P. R. Co.

June 16, HATTAN, British str., 1,183, T. S. Beach, Foochow 13th June, Amoy 13th and Swatow 15th, General.—DOUGLAS LARPAIK & CO.

June 16, KAIFONG, British str., 1,024, G. H. Pennyfather, Hilo 12th June, General.—BUTTERFIELD & SWIRE.

June 16, KUMANO MARU, Japanese str., 5,075, E. W. Haswell, Nagasaki 19th June, Coal.—NIPPON YUSEN KAISHA.

June 16, LOROC, German str., 1,021, Schnur, Bangkok 11th June, Rice.—BUTTERFIELD & SWIRE.

June 16, PRONTO, Norwegian str., 867, Seaburg, Newchwang 9th June, General.—E. A. TRADING CO.

June 16, RUBANG, British str., 1,776, J. Young, Calcutta, Penang and Singapore 9th June, Opium and General.—JARDINE, MATHESON & CO.

June 16, YUENANG, British str., 1,128, S. R. Payne, Manila 13th June, Hemp and General.—JARDINE, MATHESON & CO.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
16th June.

Bombay Maru, Japanese str., for Bombay.  
Carl Diederichsen, German str., for Hoihow.  
Gregory Apoc, British str., for Singapore.  
Haidong, British str., for Swatow.  
Kishichang, German str., for Bangkok.  
Nanyang, German str., for Swatow.  
Oenja, British str., for Manila.  
Pitanulok, German str., for Hoihow.  
Prins Valdemar, Danish str., for Shanghai.  
Rohilla Maru, Japanese str., for Manila.  
Shinano Maru, Japanese str., for Shanghai.  
Tayabas, Am. str., for Amoy.

## DEPARTURES.

8th June.

BOMBAY MARU, Japanese str., for Bombay.  
CARL DIEDERICHSEN, Ger. str., for Hoihow.  
CHIRRI, British str., for Shanghai.  
DOKS, British str., for San Francisco.  
GREGORY APOC, British str., for Calcutta.  
HAIDONG, British str., for Swatow.  
KISHICHANG, German str., for Bangkok.  
KANTAI, Chinese str., for Canton.  
MONTA ES, American str., for Manila.  
NANTANG, German str., for Swatow.  
ONAKA, British str., for Manila.  
OSAKA SHIGEMU KAISHA, for Europe.  
PRINS VALDEMAR, Danish str., for Shanghai.  
RUBANG, British str., for Manila.  
SHINANO MARU, Jap. str., for Seattle.  
SULLBERG, German str., for Port Arthur.  
TAYABAS, American str., for Amoy.  
YUNNAN, British str., for Sourabaya.

## VESSELS IN DOCK.

16th June.

ABERDEEN DOCK.—Yenon.  
KANTAI DOCK.—Canton River, San Joaquin, Teikong, Clavering, Nippon Maru, Dagmar, Pierre Antonia.  
COSMOPOLITAN DOCK.—Kowloon.

## SHIPPING REPORTS.

The British steamer Kaifong, from Hilo 12th June, experienced light N. to N.W. winds and smooth sea to lat. 13.55 N., long. 116.30 E.; thence moderate S.W. winds and fine weather.

The British steamer Hattin, from Coast Ports 15th June, had fresh N.E. wind and rain to Amoy. From Amoy to Swatow fresh westerly wind, fine, clear and cloudy sky. From Swatow to port light S.W. wind and fine, clear weather.

Vessels at Amoy—Zungana and Hongwan I. At Swatow—Sishan and Cheungchow.

The Chinese steamer Kiangshang, from Shanghai 12th inst., had light S. to S.W. winds and sea with fine and cloudy weather, heavy at times down to Turnabout; light variable winds with equally and rainy weather down to Chapel Island and from there to Breaker. Force moderate following wind and sea. From there to port strong S.W. wind and sea with squally weather.

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.  
(Taking Cargo at through rates to the Brazils, to South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)  
THE Company's Steamship

"MORAVIA,"  
Captain Solch, will be despatched as above TO-DAY, the 17th inst., P.M.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & CO.,  
Agents,  
Princes Buildings.  
Hongkong, 2nd June, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.  
THE Company's Steamship

"TRIESTE,"  
Captain Meozzi, will leave for the above ports TO-DAY, the 17th inst., P.M.  
This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor.  
For Freight or Passage, apply to  
SANDER, WIELER & CO.,  
Agents,  
Princes Buildings.  
Hongkong, 11th June, 1903.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:  
Dharwar, Swedish barque, A. P. Larsson.—Jardine, Matheson & Co.  
KENTMERE, British 4-m. barque, T. E. Barch.—Standard Oil Co.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	CHUSAN	Brit. str.	W. W. Cooke	P. & O. S. N. Co.	20th inst. at Noon.
LONDON & ANTWERP VIA SUEZ CANAL.	GLENFARG	Brit. str.	Holman	McGREGOR BROS. & GOW	23rd inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	GLANFARG	Brit. str.	Lockstone	P. & O. S. N. Co.	About 28th inst.
LONDON VIA SUEZ CANAL.	BEKIMOND	Brit. str.	Multon	GIBB, LIVINGSTON & CO.	About 28th inst.
LIVERPOOL, HAVRE, &c.	FRONTENRUS	Brit. str.	Reardon	BUTTERFIELD & SWIRE	22nd July.
MARSEILLES, LONDON & ANTWERP.	P. MARIE	Dan. str.	H. Fray	MELCHERS & CO.	About 28th inst.
MARSEILLES, LONDON & ANTWERP.	ANTHONY	Brit. str.	H. Fray	BUTTERFIELD & SWIRE	23rd inst.
MARSEILLES, LONDON & ANTWERP.	KAWACHI M.	Jap. str.	H. Fray	NIPPON YUSEN KAISHA	27th inst. Daylight.
MARSEILLES, &c. VIA PORTS OF CALL.	ANNAH	Frech. str.	Girard	MESSAGERIES MARITIMES	3th inst. 11 A.M.
MARSEILLES, LONDON & ANTWERP.	ALCIBIOUS	Brit. str.	Girard	BUTTERFIELD & SWIRE	7th July.
MARSEILLES, LONDON & ANTWERP.	PELLEUS	Brit. str.	Girard	BUTTERFIELD & SWIRE	21st July.
MARSEILLES, LONDON & ANTWERP.	STENTOR	Brit. str.	Girard	BUTTERFIELD & SWIRE	4th August.
MARSEILLES, LONDON & ANTWERP.	DARDANUS	Brit. str.	Girard	BUTTERFIELD & SWIRE	18th August.
BREMEN, VIA PORTS OF CALL.	BOON	Ger. str.	G. Meiners	MELCHERS & CO.	25th inst. at Noon.
HAVRE & HAMBURG.	STRASSBURG	Ger. str.	Meiners	HAMBURG-AMERIKA LINIE	20th inst.
BREMEN & HAMBURG.	SEVILLA	Ger. str.	Borch	HAMBURG-AMERIKA LINIE	1st July.
HAVRE & HAMBURG.	NURNBERG	Ger. str.	Jahury	HAMBURG-AMERIKA LINIE	15th July.
HAVRE & HAMBURG.	WIESENBERG	Ger. str.	v. Bissler	HAMBURG-AMERIKA LINIE	29th July.
TRIESTE, &c. VIA SINGAPORE, &c.	BADENIA	Ger. str.	Rorben	HAMBURG-AMERIKA LINIE	12th August.
TRIESTE, &c. VIA SINGAPORE, &c.	MORAVIA	Aus. str.	Solch	SANDER, WIELER & CO.	To-day, P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	VINDOBONA	Aus. str.	Cobol	SANDER, WIELER & CO.	26th inst. P.M.
ODessa	H. LUTCHER	Rus. str.	Williamson	BRADLEY & CO.	About 5th July.
NEW YORK, VIA SUEZ CANAL.	ABARA	Am. str.	Williamson	SHAW, TOMES & CO.	25th inst.
NEW YORK, VIA PORTS & SUEZ CANAL.	C. TIBERGHEN	Brit. str.	Rafferty	DODWELL & CO. LD.	About 24th inst.
NEW YORK, VIA SUEZ CANAL.	GLENFARG	Brit. str.	Rafferty	McGREGOR BROS. & GOW	9th July.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.	Rafferty	CANADIAN PACIFIC R. CO.	24th inst. at Noon.
VANCOUVER, VIA SHANGHAI, &c.	OLYMPIA	Brit. str.	Rafferty	DODWELL & CO. LD.	24th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	MACHA MARU	Jap. str.	A. Christiansen	NIPPON YUSEN KAISHA	30th inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA S' HAI, &c.	MOCHA MARU	Jap. str.	A. Christiansen	BUTTERFIELD & SWIRE	14th July.
PORTLAND, OREGON.	INDRAVELLI	Brit. str.	E. P. Craver	PORTLAND & ASIATIC CO.	14th July.
AUSTRALIAN PORTS.	KUMANO MARU	Jap. str.	E. W. Haswell	NIPPON YUSEN KAISHA	15th inst. at 4 P.M.
AUSTRALIAN PORTS.	EASTERN	Brit. str.	Ellis	GIBB, LIVINGSTON & CO.	1st July.
YOKOHAMA & KOBE.	CHIRRI	Brit. str.	Ellis	BUTTERFIELD & SWIRE	4th July.
YOKOHAMA & KOBE.	AMERICA	Ger. str.	Duckstein	HAMBURG-AMERIKA LINIE	To-day, at Noon.
YOKOHAMA & KOBE.	TRIESTE	Aus. str.	Meozzi	SANDER, WIELER & CO.	To-day, P.M.
YOKOHAMA & KOBE.	CLAVERING	Brit. str.	Barton	J. S. VAN BUREN	To-morrow, Noon.
YOKOHAMA & KOBE.	SANUKI MARU	Jap. str.	W. Townsend	NIPPON YUSEN KAISHA	19th inst. Daylight.
YOKOHAMA & KOBE.	PERLA	Brit. str.	Longley	P. & O. S. N. Co.	About 20th inst.
YOKOHAMA & KOBE.	KINSHU MARU	Jap. str.	F. L. Pyne	NIPPON YUSEN KAISHA	25th inst. at Noon.
YOKOHAMA & KOBE.	TAIYUAN	Brit. str.	F. L. Pyne	BUTTERFIELD & SWIRE	7th July.
YOKOHAMA & KOBE.	YAWATA MARU	Jap. str.	A. E. Moss	NIPPON YUSEN KAISHA	To-day, at Noon.
YOKOHAMA & KOBE.	KWEIYANG	Jap. str.	A. E. Moss	BUTTERFIELD & SWIRE	19th inst.
YOKOHAMA & KOBE.	BALLARAT	Brit. str.	F. B. Summers	P. & O. S. N. Co.	About 26th inst.
YOKOHAMA & KOBE.	JAPAN	Brit. str.	F. B. Summers	P. & O. S. N. Co.	About 26th inst.
YOKOHAMA & KOBE.	YUNNAN	Brit. str.	T. Ogata	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBE.	DAIJIU MARU	Jap. str.	T. Ogata	OSAKA SHIGEMU KAISHA	19th inst.
YOKOHAMA & KOBE.	MAITANI	Jap. str.	T. Saito	OSAKA SHIGEMU KAISHA	21st inst.
YOKOHAMA & KOBE.	KAIFONG	Brit. str.	E. W. Haswell	DOUGLAS LARPAIK & CO.	To-morrow, 11 A.M.
YOKOHAMA & KOBE.	KUMANO MARU	Jap. str.	S. J. Payne	BUTTERFIELD & SWIRE	To-day, at Noon.
YOKOHAMA & KOBE.	YUENANG	Brit. str.	S. J. Payne	NIPPON YUSEN KAISHA	19th inst. at 4 P.M.
YOKOHAMA & KOBE.	ROSETTA MARU	Jap. str.	N. Tate	JARDINE, MATHESON & CO.	19th inst. 11 A.M.
YOKOHAMA & KOBE.	RUBI	Brit. str.	R. W. Almond	TOTO KISEN KAISHA	19th inst. 11 A.M.
YOKOHAMA & KOBE.	ZAFIRO	Brit. str.	R. W. Almond	SHAW, TOMES & CO.	26th inst. 10 A.M.
YOKOHAMA & KOBE.	CHINGTU	Brit. str.	R. Rodger	SHAW, TOMES & CO.	27th inst. 10 A.M.
YOKOHAMA & KOBE.	CHINGTU	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	4th July.

## FOR YOKOHAMA AND KOBE.

THE Steamship  
"AMBRIA,"  
Captain Duckstein, will be despatched for the above ports TO-DAY, the 17th inst., at Noon.  
For Freight, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 16th June, 1903. [1723]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"HAITAN,"  
Captain Beach, will be despatched for the above ports TO-MORROW, the 18th inst., at 11 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO.,  
General Managers.  
Hongkong, 16th June, 1903. [1724]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, MANZANILLO, MEXICO AND SAN FRANCISCO.  
THE Steamship

"CLAVERING,"  
Captain Barton, will be despatched for the above ports TO-MORROW, the 18th inst., at Noon.

For Freight, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.  
J. S. VAN BUREN,  
Superintendent.  
Hongkong, 9th June, 1903. [1678]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"YUENANG,"  
Captain S. J. Payne, will be despatched as above on FRIDAY, the 19th inst., at 4 P.M.

This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 15th June, 1903. [1718]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, BOYCE, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN,"  
Captain W. W. Cooke, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 20th JUNE, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 8th June, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

Dharwar, Swedish barque, A. P. Larsson.—Jardine, Matheson & Co.

KENTMERE, British 4-m. barque, T. E. Barch.—Standard Oil Co.

## TOYO KISEN KAISHA

## MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	N. Tate	3876	Friday, 19th June, at 11 A.M.
"ROHILLA MARU"	E. F. Bishop	3869	Thursday, 25th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.  
K. NAKASHIMA, Manager.  
Hongkong, 17th June, 1903. [478]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STAMENERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

BOON ..... THURSDAY ..... 25th June

PREUSSEN ..... THURSDAY ..... 29th July

\* HAMBURG ..... THURSDAY ..... 23rd July

PRINZ HEINRICH ..... THURSDAY ..... 6th August

SACHSEN ..... THURSDAY ..... 20th August

\* KLAUSCHOU ..... THURSDAY ..... 3rd September

BAYERN ..... THURSDAY ..... 17th September

\* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON THURSDAY, the 25th day of June, 1903, at Noon, the Steamship "BOON" of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 23rd June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 24th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 24th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than 50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 15th June, 1903. [5]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
BUBI	2540	E. W. Almond	Manila Direct	Sat. 20th June, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila Direct	Sat. 27th June, 10 A.M.
PERLA	1080	J. McGinty	Manila Direct	Sat. 27th June, 10 A.M.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 15th June, 1903. [17]

HAMBURG-AMERIKA LINIE  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, DUBLIN, LIVERPOOL, GLASGOW, TILBURY, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES	Freight & Passengers
STRASSBURG	HAVRE and HAMBURG	On 20th June	Freight & Passengers
SUEVIA	HAVRE and HAMBURG	On 1st July	Freight
Capt. Borch	HAVRE and HAMBURG	On 15th July	Freight
NURNBERG	HAVRE and HAMBURG	On 29th July	Freight & Passengers
WUEZBURG	HAVRE and HAMBURG	On 12th Aug.	Freight
Capt. v. Bissler	HAVRE and HAMBURG	On 26th Aug.	Freight
BADENIA	HAVRE and HAMBURG	On 9th Sept.	Freight

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON

OPERATING IN CONNECTION WITH OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	TO SAIL ON
"INDRAVELLI"	4,899	B. P. Craven	July 14, 1903
"INDRAVELLI"	4,899	A. E. Hollingsworth	August 14, 1903
"INDRAVELLI"	4,899	W. E. Craven	September 13, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 16th June, 1903. [14]

NORTHERN PACIFIC STEAMSHIP CO  
BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
OLYMPIA	J. Truebridge	2,837	June 24th
TRENTON	T. W. Garlick	9,608	June 30th
TACOMA	A. Dixon	2,812	July 6th
VICTORIA	J. Panten	8,502	at 3rd

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.



## OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM  
NAVIGATION CO., LD.  
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMER	TO	DATE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 17th June.	
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.	
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.	
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.	
GLASGOW and LIVERPOOL	"DIOMED"	On 18th July.	
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.	
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.	
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.	
GLASGOW and LIVERPOOL	"NINGCHOW"	On 9th August.	

## HOMEWARDS.

FOR	STEAMER	TO	DATE
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.	
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.	
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.	
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.	
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.	
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.	

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"MACHAON"	On 14th July.	
NAGASAKI, KOBE & YOKOHAMA	"NINGCHOW"	On 16th August.	

The s.s. "HYSON" left Shanghai on the 12th inst., for this port.  
The s.s. "OANFA" left Tacoma on the 14th inst., for Kobe and Hongkong.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 15th June, 1903.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMER	TO	DATE
AMOI, SAMARANG and SOERABAYA	"YUNNAN"	On 17th June.	
MANILA	"SUNGKIANG"	On 17th June, Noon.	
CHEFOO and TIENTSIN	"KWEIYANG"	On 19th June.	
CEBU and ILOILO	"KAIKONG"	On 22nd June.	
MANILA	"CHINGTU"	On 24th July.	
PORT DARWIN, THURSDAY, ISLAND COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 7th July.	

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 17th June, 1903.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMER	TO	DATE	REMARKS.
LONDON, &c.	"CHUSAN"	W. W. Cooke	Noon, 20th June	See Special Advertisement.
SHANGHAI	"HALLABAT"	F. R. Summers	About 20th June	Freight or Passage.
KOBE	"PEKIN"	Longden	About 20th June	Freight only.
SHANGHAI, KOBE and YOKOHAMA	"JAPAN"	Martin	About 26th June	Freight or Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA	"CANTON"	Lockstone	About 26th June	Freight or Passage.

For further Particulars, apply to  
**E. A. FEWETT,**  
Superintendent.

Hongkong, 16th June, 1903.

## OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMER	LEAVING
TAMSU, via SWATOW and AMOI	"DAIWIN MARU"	FRIDAY, 19th June.
TAMSU, via SWATOW and AMOI	"DAIGI MARU"	THURSDAY, 25th June.
ANPING, via SWATOW and AMOI	"MAIDZURU MARU"	SUNDAY, 21st June.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Postoffice at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central, Hongkong, 15th June, 1903.

## "BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

The Steamship  
"BENLOMOND,"  
Captain Moffatt, will be despatched as above on or about the 2nd July.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 11th June, 1903.

## FOR ODESSA.

The Russian Steamer  
"HERMANN LERCHE,"  
1,978 tons, will be despatched for the above port on or about 5th July.  
For Freight, apply to  
**BRADLEY & CO.,**  
Agents.  
Hongkong, 1st June, 1903.

## NIPPON YUSEN KAISHA.

FOR MANILA.

The Company's Japanese Mail Steamship  
"KUMANO MARU,"  
4,500 Tons, Captain E. W. Haswell, will be despatched for the above port on FRIDAY, the 19th inst., at 4 P.M.

This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to  
**A. S. MIHARA,**  
Manager.  
Hongkong, 12th June, 1903.

## THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.

The Danish Steamer  
"PRINSESSE MARIE,"  
Captain Berentzen, will leave for the above ports on or about the 20th inst.  
For Freight or Passage, apply to  
**MELCHERS & CO.,**  
Agents.  
Hongkong, 3rd June, 1903.

## "GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA SUEZ CANAL.

The Steamship  
"GLENFARG,"  
Captain Holman, will be despatched as above on TUESDAY, the 23rd June.  
For Freight or Passage, apply to  
**MCGREGOR BROS. & GOW,**  
Hongkong, 18th May, 1903.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
1903.  
About  
"CHARLES TIBERGHIEN" 24th June.  
"MAIDUET" 25th July.  
"SAINT BEDE" 25th July.

For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
Agents.

Hongkong, 13th June, 1903.

## THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

The Company's Steamship  
"A. R. A.,"  
Captain Williamson, will be despatched on THURSDAY, the 25th JUNE.  
To be followed by the Steamship  
"VERONA."

For Freight, &c., apply to  
**SHAW, WATSON & CO.,**  
General Agents.  
Hongkong, 17th June, 1903.



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FUME AND TRIESTE DIRECT,  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, RUZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

## THE COMPANY'S STEAMSHIP

"VINDOBONA,"  
Captain Colol, will be despatched as above on FRIDAY, the 26th inst., at 4 P.M.

For information as to Passage and Freight, apply to  
**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 12th June, 1903.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
CALCUTTA, DJIBOUTI, EGYPT,  
MARSEILLE, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 30th June, 1903, at 11 A.M., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSITMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 29th June. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.  
**G. DE CHAMPEAUX,**  
Agent.  
Hongkong, 17th June, 1903.

## FOR SAMSHU, VIA KONGMOON AND KUMCHUK.

The Steamship  
"PAK KONG,"  
will be despatched for the above ports every TUESDAY, THURSDAY and SATURDAY, at 5 P.M. Ample accommodation for European Passengers.

For Freight or Passage apply on board, or to  
**KWONG WAN STEAMBOAT CO., LD.,**  
15 and 16, Connaught Road, Praya West.  
Hongkong, 6th May, 1903.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"EASTERN,"  
Captain Ellis, will be despatched as above on WEDNESDAY, the 1st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stowage and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 11th June, 1903.

## CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$25; RETURN, \$40.  
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DAILY QUALIFIED SURGEON CARRIED.

## BUTTERFIELD &amp; SWIRE AGENTS.

Hongkong, 1st May, 1903.

## THE STEAMSHIP "WING CHAI."

HONGKONG—MACAO LINE.

WILL leave Hongkong every morning during this season at 7.30 o'clock.  
**SAM WANG & CO., LD.,**  
Hongkong, 4th June, 1903.

## HONGKONG—MACAO LINE.

"S. S. "WING CHAI,"  
Captain Samuel Bell Smith.

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M. Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.  
2nd Class, \$1.50; return ticket, \$2.50.  
3rd Class, \$1.  
Steerage, \$0.50.

Superior cabin accommodation.  
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—  
**SAM WANG & CO., LD.,**  
St. Queen's Road Central.  
Hongkong, 29th April, 1903.

## WING ON STEAMSHIP COMPANY.

HONGKONG—MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included).  
Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

1st Class... \$1.50  
2nd " " " 0.70  
3rd " " " 0.30

Further Particulars may be obtained at the Office of the  
**WING ON STEAMSHIP CO.,**  
No. 42, Bonham Strand West.  
Hongkong, 16th May, 1903.

## NOTICES TO CONSIGNEES

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. Cordouan, and from Bordeaux ex s.s. Ville de Cotte, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Precious and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, to-day, the 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Saturday, the 20th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd inst., or they will not be recognised.

All damaged packages will be examined on Monday, the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.  
**G. DE CHAMPEAUX,**  
Agent.  
Hongkong, 14th June, 1903.

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND STRAITS.

## THE Steamship

"BENVENUR."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Godown Wharf and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 19th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3.30 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 13th June, 1903.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

## THE Steamship

"TRIESTE"

Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—  
From Trieste ex s.s. Imperator, transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st of June, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st of June will be subject to rent.

Bills of Lading will be countersigned by  
**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 15th June, 1903.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

## THE Steamship

"MORAVIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st June, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st of June will be subject to rent.

Bills of Lading will be countersigned by  
**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 15th June, 1903.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

## THE Steamship

"TRIESTE"

Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—  
From Trieste ex s.s. Imperator, transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st of June, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st of June will be subject to rent.

Bills of Lading will be countersigned by  
**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 15th June, 1903.

## IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN."

OF THE NORDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 22nd June, at 9.30 A.M.

All Claims must reach us before the 19th June, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.  
**NORDEUTSCHER LLOYD,**  
**MELCHERS & CO.,**  
Agents.  
Hongkong, 15th June, 1903.

## FROM HAMBURG, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

"AMBRIA."

Captain Duckstein, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersigning by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., to-day, the 15th inst.

Any Cargo impeding for discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.  
**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.  
Hongkong, 15th June, 1903.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA."

FROM TAGOMA, VICTORIA, YOKOHAMA, KOBE, MOI and SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersigning and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consign











## INSURANCES

**SUN INSURANCE OFFICE, LONDON**

FOUNDED 1710.  
The Undersigned having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.

SIEMSEN & CO.  
Agents.  
Hongkong, 16th May, 1892. [26]

**NORTH BRITISH AND MICHIGAN  
FIRE INSURANCE COMPANY.**

TOTAL FUNDS at 31st DECEMBER, 1901.  
£15,722,693.

I. AUTHORIZED CAPITAL..... £3,000,000 0 0  
SUBSCRIBED CAPITAL..... 2,750,000 0 0  
PAID-UP CAPITAL..... 687,500 0 0  
II. FINE FUNDS..... 2,685,645 5 2

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.

SHEWAN, TOMES & CO.  
Agents.  
Hongkong, 1st July, 1902. [179]

**THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA.**  
INCORPORATED 1851.

Cash Security..... \$295,719  
Total Losses Paid..... \$3,769,240

THE Undersigned having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

WM. MEYERINK & CO.  
Hongkong, 18th May, 1903. [1448]

**PHENIX FIRE OFFICE**

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

DOUGLAS LAPAIRE & CO.  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1897. [28]

**SALAMANDER FIRE INSURANCE  
COMPANY.**

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

HOTZ & JACOB & CO.  
Hongkong, 2nd April, 1900. [7]

**NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG**

The Undersigned AGENTS of the above  
Company are prepared to ACCEPT First  
Class Foreign and Chinese Risks at Current  
rates.

SIEMSEN & CO.  
Hongkong, 29th May 1895. [21]

**AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX-LA-CHAPELLE.**

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

REUTER, BRÜCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [111]

**GENERAL MARINE INSURANCE  
COMPANY, LIMITED,  
OF BRESEN.**

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT FOREIGN AND  
CHINESE RISKS.

HOTZ & JACOB & CO.  
Hongkong, 1st September, 1902. [232]

**NORTHERN ASSURANCE CO**

ESTABLISHED 1836.

THE Undersigned Agents of above Company  
are prepared to accept First-class Foreign  
and Chinese RISKS against FIRE at Current  
Rates.

TURNER & CO.  
Hongkong, 14th January, 1903. [21]

**FOR SALE**

**MAP OF THE SIKIANG or WEST  
RIVER**  
From HONGKONG to WUCHOWFU,  
Showing the Ports and Calling Places  
Opened to Foreign Trade, 1897.  
Published at Daily Press Office.  
Price 25 Cents Cash.  
Hongkong, 1st April, 1897.

**FOR SALE.**

**A COPY OF THE  
"ENCYCLOPEDIA BRITANNICA"  
(THE "FIRST" EDITION)  
In 25 large Quarto Volumes: Half Morocco  
Binding; Perfectly New and in A1 Condition  
The only Standard Work of Reference in the  
English Language.  
Price, only \$250 00.  
Apply to—  
"LIBRARY,"  
Care of Daily Press Office.  
Hongkong, 22nd May, 1903. [150]**

**AUTOMATIC MAUSER  
PISTOLS.**

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 3 SECONDS  
SIEMSEN & CO.  
Hongkong 3rd October, 1900. [16]

**BEKANNTMACHUNG.**

**DIE AMTLICHEN BEKANNTMA-  
CHUNGEN des Kaiserlichen Kon-  
suls werden im Jahre 1902 im OSTATIENISCHEN  
LYOYD in Shanghai und in der DAILY PRESS  
in Hongkong, ausserdem, wenn erforderlich  
durch den Deutschen Reichsanzeiger veröffent-  
licht werden.**

Kanton, den 26. Dezember 1901.  
DER KAISERLICHE KONSUL V. V.  
D. LANG.

**BEKANNTMACHUNG.**

**DIE BEKANNTMACHUNGEN** aus  
dem dieseligen Handelsregister, sowie  
andere gesetzlich vorgeschriebene Veröffent-  
lichungen werden im Jahre 1903 durch den  
"OSTASIENISCHEN LYOYD" und die "HONG-  
KONG DAILY PRESS" erfolgen.  
Straßburg, den 19. December 1902.  
DER KAISERLICH DEUTSCHE KONSUL, V. I.  
KRAUSE.

DATE for the Concerned, at 14, Des Ventes (road)  
Office 131, Fleet Street, E.C.